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Most Reliable Models

New Car Buying Guide™ Spring 2017

260 Rated Models

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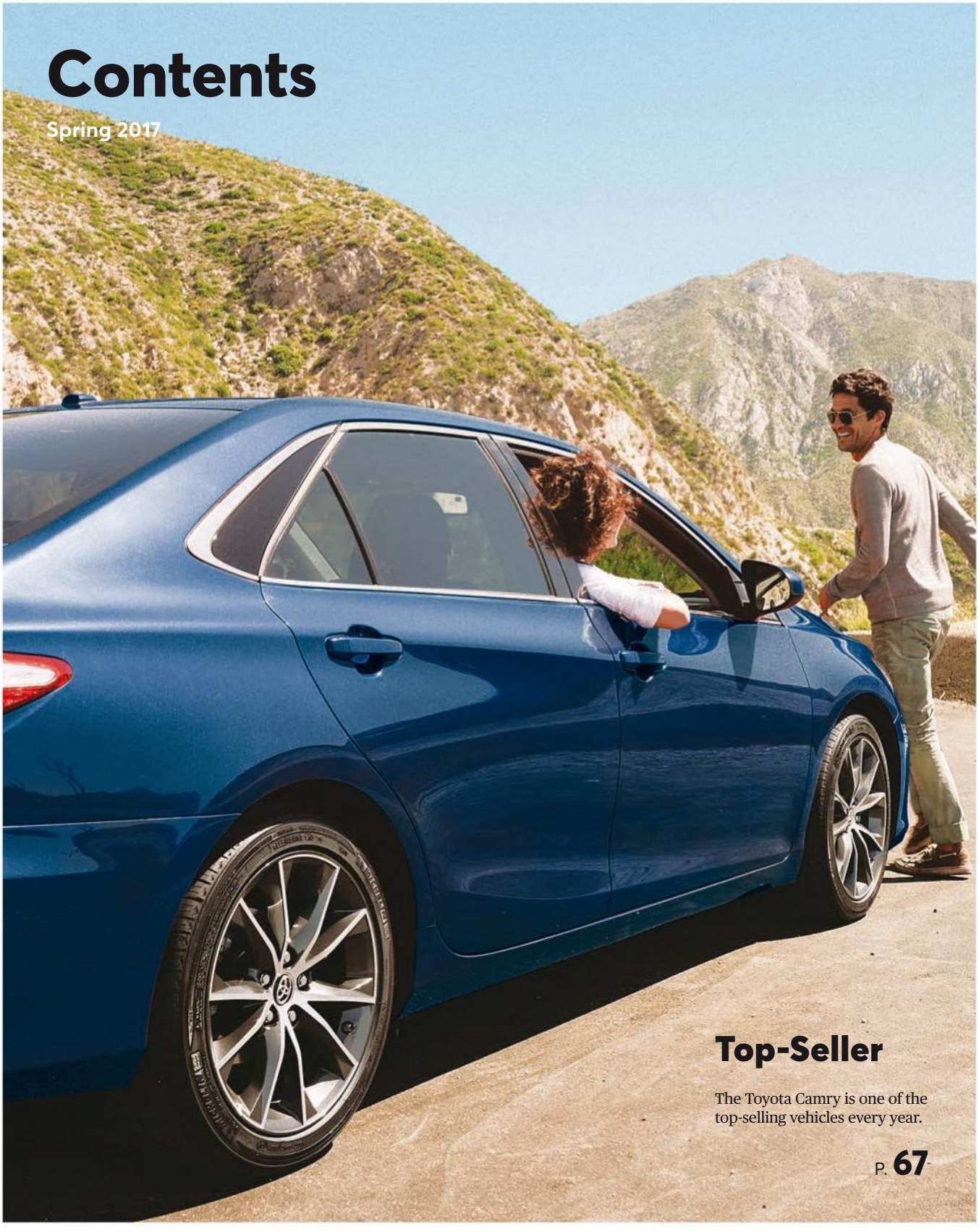

Top-Seller

The Toyota Camry is one of the top-selling vehicles every year.

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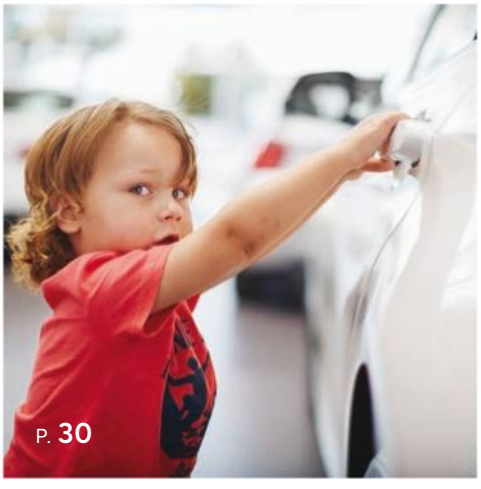
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The CR Difference

LET'S FACE IT: The car-buying process is a major pain. For the majority of consumers, buying a new car is akin to dealing with the IRS, CIA, and an angry spouse—at the same time. Even when you know exactly what you want, dealing with the car dealer can feel like crossing a minefield. It's no surprise that people routinely say they'd rather go to the dentist than go through the process of buying a car.

So take a deep breath and relax, because we're here to help. The Consumer Reports automotive staff has revised and updated New Car Buying Guide to be your road map through the car-buying jungle of doubt and indecision.

Here you'll find the most comprehensive advice we offer in any printed publication. We help simplify the car-buying process with step-by-step guidance on how to determine your budget and price range, find the right vehicle for your needs, set up the most advantageous financing, and get the most from your test drive.

We also tell you about dealer tricks to be wary of, extra-cost items you can live without, and how to get the lowest price—even if you hate haggling.

Then we back up this expert advice with full ratings on more than 255 vehicles, guiding you to the best in each category and helping you avoid the worst. We also provide reviews on all major models, as well as reliability info and easy-to-use comparison charts.

For more details on how Consumer Reports is different from all of the other car information available in print and on the web, read about who we are on page 3.

Buying a new car is an exciting event, one that shouldn't be ruined by a bad experience at the dealer. And we would love to share in that excitement with you. So connect with us on ConsumerReports.org or through Facebook, Twitter, and Instagram, and let us know how your next buying experience goes!

Jon Linkov, Cars Deputy Editor, and CR's Auto Test and Editorial teams

CR Consumer Reports

New Car Buying Guide™

President and CEO Marta L. Tellado
Senior Vice President, Brand & Strategy Leonora Weiner
Vice President, Content Gwendolyn Bounds
Vice President, Research, Testing & Insights Liam McCormack
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Director, Content Development Glenn Derene

CARS CONTENT
Cars Deputy Content Editor Jon Linkov
Cars Deputy Content Editor Jeff Bartlett
Cars Senior Multimedia Content Creator Michelle Naranjo
Cars Multimedia Content Creator Mike Monticello
Director, Auto Testing Jake Fisher
Director, Auto Test Operations Jennifer Stockburger

MAGAZINES & NEWSLETTER PRODUCTS
Editor in Chief, Consumer Reports Magazine Diane Salvatore
Design Director Matthew Lenning
Manager, Art Operations Sheri Geller
Senior Art Director Lisa Slater
Imaging Frank Collado, Mark Linder
Photography John Walsh, John Powers
Manager, Editorial Production Eric Norlander
Editorial Production Associates Terri Kazin, Aileen McCluskey
Assistants Decarris Bryant, Elizabeth Scotton

Auto Test Center Anita Lam, Data Program Manager; Thomas Mutchler, Program Manager, User Interface; Michael Quincy, Auto Content Specialist; Gabriel Shenhar, Program Manager, Special Publications; Joseph Veselak, Testing Technician; Seung Min "Mel" Yu, Automotive Analyst; Michael Bloch, Child Seat Project Leader; Emily Matthews, Automotive Safety Engineer; Shawn Sinclair, Automotive Engineer; Eugene Petersen, Tire Program Manager; Chris Jones, Auto Tire Technician; Ryan Pszczolkowski, Auto Tire Technician; Donna Johnson, Administration; John Ibbotson, Workshop Supervisor; Mary Reed, Business Manager; Erik Dill, Facilities Manager; Frank Chamberlain, ATC Track Maintenance Specialist; Michael Jascot, Facilities Technician; Steve Kuczynski, Facilities Technician

Content Systems & Operations Strategy Peter Meirs, Director

Content Coordination Nancy Crowfoot, Associate Director; Diane Chesler, Associate

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Survey Research Steven Witten, Director; Simon Slater, Manager

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Newsstand Marketing Patricia McSorley, Associate Director

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Communications Office Douglas Love, Associate Director; Charles Fields, Senior Communications Counsel; Kevin Winterfield, Director, Social Media; Yelena Dasher, Program Manager, Social Media

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Road-Test Ready
Our 327-acre Auto Test Center, located in central Connecticut.

Who We Are and How We Test

WE ARE CONSUMER REPORTS, the world's pre-eminent, independent, nonprofit, consumer-product testing organization. Results of our tests and surveys appear on ConsumerReports.org, in Consumer Reports magazine, across social media, and in books like this one, the New Car Buying Guide.

This book not only helps you choose what car to buy but also advises how to buy it.

Inside you'll find a wealth of information about the 2017 cars, SUVs, and trucks: what models are available and how they compare in performance, fuel economy, and safety.

We also give you expert advice on how to determine what you can afford, the best ways to shop, and how to get the most for your money—even if you hate haggling.

Last, each year we send our digital and print subscribers our Annual Auto Reliability survey, to determine which vehicles are likely to be dependable and which ones are an invitation to a headache. This year we gathered data on more than half a million vehicles, covering 300 models.

HOW WE TEST CARS

Situated on 327 acres in rural Connecticut, the Consumer Reports Auto Test Center is home to some 30 staff members—automotive engineers, auto writers and editors, technicians, analysts, and support staff. They take turns anonymously buying each of the 60 or so cars and trucks tested each year. The team then drives each car thousands of miles over several months. By buying the test cars we don't have to depend on freebies from carmakers, as most other car reviewers do.

Our evaluations consist of more than 50 individual tests. Some, such as those for acceleration, braking, and fuel economy, are objective, instrumented tests using state-of-the-art electronic gear.

Others, such as seat comfort, convenience, ease-of-use of controls, and ride quality, are more subjective, graded by a jury of auto-test staffers. Each of them has evaluated hundreds of cars over many years. They spend a lot of time behind the wheel of each car, at our facility, in everyday driving, and on road trips and travel with their families.

Separate evaluations cover controls and displays, cabin and trunk space, fit and finish, and seat-belt comfort.

Our auto test track allows us to evaluate and test every car under similar conditions, and to safely drive the cars to their extreme limits.

The track includes a smooth, flat, 4,400-foot main straight that runs into a 3,500-foot handling course of undulating turns of varying radius and elevation.

Other zones include a kidney-jittering ride-evaluation course, a skid pad to test a car's lateral grip, and a floodable brake-test straightaway to measure stopping distances on both dry and wet pavement.

Many trials are industry-standard tests, but some are unique to us:

Emergency-handling tests are two-fold. One involves driving the cars up to and beyond their limits on our road course. The other, an accident-avoidance course, simulates the maneuver needed to avoid running over a child, animal, or object that suddenly appears in your lane of travel.

Fuel-economy tests, independent of government and auto-company claims, use a precision fuel meter spliced into the car's fuel line. A stop-and-go city-driving simulation is conducted at the track, and highway fuel economy is logged at a steady 65 mph on a straight stretch of public highway. CR's overall fuel-economy numbers are derived from those fuel consumption tests.

Headlights are evaluated by both instrumented tests and on a nighttime course lined with a series of black targets set up at specified distances apart.

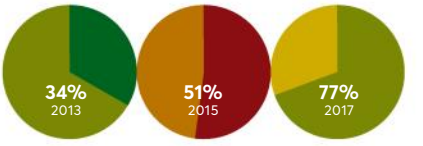
In addition to vehicles, we evaluate child seats and tires:

Child seats. Every car is evaluated to see how easy it is to install a variety of child seats and get them cinched up securely. Crash-testing for child seats is conducted at an outside contract lab.

Tires. CR is the only independent organization that performs exhaustive tire-rating tests for consumers. The test program evaluates most common types of car and SUV tires, from all-seasons to ultra-high-performance and winter tires.

PHOTO: MARIN TOMAS/GETTY IMAGES

PERCENTAGE OF NEW VEHICLES WITH AVAILABLE FORWARD COLLISON WARNING



Choose the **Right Vehicle**

Everyone has his or her own priorities and preferences regarding comfort, power, space, fuel economy, and more. We'll help you narrow down your choices.

With more than 30 major automobile brands offering almost 300 models combined in an abundance of trim lines, buyers are faced with an array of choices. Car or SUV? What size? What brand? How comfortable is it? How fuel-efficient? What's reliable? The key to finding what's right for you is to assess your needs, and, of course, your budget.

NO VEHICLE DOES everything perfectly, but many do a lot of things well. For instance, you'll find many cars with good reliability that are also comfortable, quiet, and fun to drive.

But you still may have to compromise somewhere. For example, there might be a trade-off between a good ride and good handling. Or you may wind up sacrificing fuel economy in exchange for engine power or cargo space.

This chapter will help you make a short list of acceptable candidates. We'll tackle all of the major vehicle types and sieve out the most notable. Within those types we'll guide you to the best we've found and point out others with exceptional abilities. We'll also tell you about the cars our readers love, and provide some tools to take the guesswork out of the decision-making process.

Key Questions to Ask Yourself

If you're unsure what type of vehicle will fit your needs best, begin by asking yourself some basic questions. Your objective is to find models that excel in the areas that matter most to you.

How many people will you carry? Most vehicles can hold five people, although the center-rear position may be so uncomfortable that it barely qualifies as a seat. That's something to try out when you're taking test drives.

If you need to carry more people, consider a minivan or a three-row SUV. In small and midsized SUVs, however, that rear seat may be more steerage-class than coach, suitable only for children. Something to remember: When occupied, these seats eat up nearly all available cargo space. Check the Dimensions charts, starting on page 236, for third-row head-, shoulder, and legroom.

Two-door cars may have sporty looks, but consider how often you'll need to use the rear seat. Passengers have to twist and stoop to get in, and folding the front seat to load gear or secure a child safety seat back there gets old fast.

How much cargo do you carry? If outdoor activities or hauling supplies and equipment is a big part of your life, then an SUV, minivan, or wagon is your best bet.

A pickup truck is useful if you carry heavy loads, material that would dirty up the interior, or cargo too tall to fit inside an enclosed vehicle. In fact, four-door crew-cab pickups are the most popular choice. But be aware: Most have a short bed. If your pickup isn't a family car and you're in the trades, consider buying a regular-cab pickup with a longer bed.

Automatic or manual shift? Though the death of the manual transmission may be exaggerated, the vast majority of modern cars come only with automatic transmissions. Many automatics now provide a manual-shift mode that works much like a manual transmission but without a clutch. Manual-shift mode is also handy when driving in mountainous areas, because it provides more control on long descents.

Still, in some cars a stick can make the driving experience more fun.

But in the end, as fun and practical as stick shifts may be, they can be a chore in stop-and-go traffic. In addition, today's six-, seven-, and eight-speed automatics can help cars return fuel economy as good–and often better–than the same car with a manual.

What's your driving style? Are you a workaholic commuter or a harried parent with daily carpool duty? Perhaps you need practicality but crave a modicum of fun for the commute home or on weekends.

Taking a hard look at your driving style and needs is key in choosing a vehicle. If you are a real driving enthusiast who wants to savor every aspect of the driving experience, you'll want to focus on cars that emphasize quickness and handling prowess. But lots of cars these days serve up agile handling without sacrificing ride, comfort, and cargo space the way many sporty cars do.

If you're really into comfort more than driving at the edge, you'll probably want to consider a sedan. Many models fit the comfy-cruising mode, from midsized and large sedans to midsized and larger SUVs.

Power, fuel economy ... or both? Most vehicles are available with a variety of engine and transmission combinations. Usually one is a small, economical choice while the other delivers more power but at the sacrifice of fuel economy. Often a manufacturer will make the small engine available only on base models or lower-level trims, saving the stronger engine(s) for more expensive, uplevel versions.

Smaller cars and SUVs primarily use four-cylinder engines. These often deliver the best fuel economy but lack

MOST SATISFYING VEHICLE IN OUR SURVEY

TESLA MODEL S | **94%** of owners would buy their models again.

The Components of a Safe Vehicle

ALL MODERN CARS have a lot of safety gear, such as seat belts, airbags, antilock brakes, and electronic stability control. But not all cars will behave the same way in a crash or protect occupants equally well.

Accident Avoidance.
It's better to avoid a crash in the first place. A car's ability to prevent you from crashing is made up of several factors, with the two most important being braking and emergency handling. Consumer Reports provides an accident-avoidance rating on all tested vehicles, noted in the safety charts.

Crash Tests.
Frontal- and side-impact crash tests are conducted by the Insurance Institute for Highway Safety (IIHS; iihs.org) and the National Highway Traffic Safety Administration (NHTSA; safercar.gov). For more, see the Safety Update and Crash-Test Results charts, on page 230.

Rear-Impact Protection.
Although rear-enders have a low fatality rate, they have a high injury rate, especially for whiplash neck injuries. The designs of a car's head restraints and seats are critical factors in how severe a whiplash injury will be.

We evaluate head restraints for all rear seating positions in every tested vehicle. Another good source for information on rear-impact protection is the IIHS website, at iihs.org.

Advanced SafetySystems.
The next frontier in automotive safety isn't making sure that drivers and passengers survive a crash, but instead having the vehicle avoid the crash altogether.

Today, a number of available safety systems do just that.

Forward-collision warning uses cameras, laser, and/or radar to scan the road ahead and alert the driver if a crash is imminent.

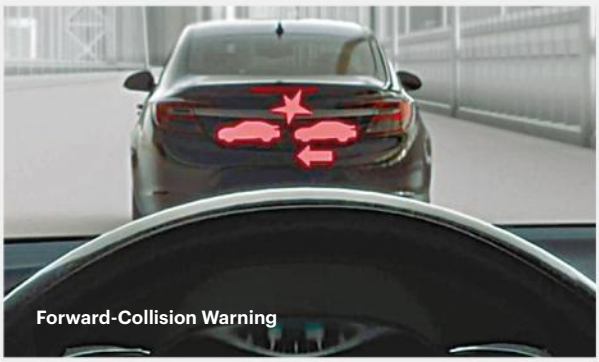
Automatic emergency braking adds to the benefits of FCW by initiating braking if the car senses you won't react in time to an imminent collision.

Rear cross-traffic alert senses traffic that may cross your path as you are reversing, which is helpful in parking lots. Some systems will automatically brake to avoid a collision.

Blind Zones.
Every year, many children and even adults are injured or killed because drivers don't see them while reversing. Larger vehicles, such as SUVs and pickups, have huge blind zones—the area behind a vehicle that the driver can't see. Backup or rearview cameras can mitigate that. But although we recommend backup cameras, there's no substitute for looking around your vehicle with your eyes.

To check a vehicle's blind spot yourself, sit in the driver's seat of a parked vehicle while someone stands in back and holds out a hand at about waist level. Have the person walk back slowly until you can see the hand through the rear window. That will give you an idea of how big that reversing vehicle's blind spot is.

Rear Cross-Traffic Alert


Forward-Collision Warning

NHTSA Frontal Crash Test

the power and smoothness of a V6. But for most people, four-cylinders provide the best mix of fuel economy and performance.

Turbocharging is becoming much more prevalent because it can boost power without hurting fuel economy much. Many models that once used a V6 now have a turbocharged four-cylinder instead, and turbo V6s have begun to replace V8 engines in bigger cars and trucks. Ford even uses small turbo V6s, which deliver V8-like performance, in the F-150 pickup truck.

Other fuel-savers include hybrids and diesels. Hybrids usually return excellent fuel economy in city or stop-and-go traffic, and diesels excel at delivering highway fuel economy.

On the following pages you'll find brief overviews of which cars fit certain needs. The vehicle profiles beginning on page 96 provide more specifics on the driving experience.

Factors to Consider

Beyond driving style, engine size, and vehicle type, you still need to consider other factors, including ones that aren't so clear when standing in a dealership.

This is why Consumer Reports has always rated each vehicle through a variety of assessments. In order to make it as easy as possible for you to know which vehicle to buy, we give every vehicle we test an Overall Score that encapsulates four factors:

Our road-test program looks at real-life performance by running 70-plus new cars and trucks each year through more than 50 objective tests and subjective evaluations at our 327-acre test facility in Colchester, Conn. Those tests include each vehicle's emergency-handling and braking capabilities. We then compile this data and publish our vehicle ratings, where models are ranked against their peers. Subscribers to ConsumerReports.org can access the full content of all road-test reports and test results for any tested model, and survey findings.

Part of the testing process includes our fuel economy evaluations. Unlike the tests done by the Environmental Protection Agency (EPA), which tests cars on a dynamometer, we drive the cars on real roads.

Starting in the 2018 model year, all passenger vehicles will come with standard rearview cameras.

You'll find our results broken down into City, which represents urban, stop-and-go driving; Highway, which is a mix of rural and interstate highway driving in a warmed-up vehicle; and Overall, a combination of the two factors, weighted more heavily toward the highway results. You'll find more about fuel economy in Chapter 2, starting on page 14.

We gauge reliability through annual surveys of our subscribers, where we ask them to tell us about anything that went wrong with their cars over the past year. The more than 500,000 vehicles from our 2016 Annual Auto Survey gave us insight into problem areas for 15 model years of cars on the road.

For a 2017 or early 2018 model, the new-car reliability prediction is calculated by averaging reliability scores for the most recent three years of production, provided the model did not change significantly during that time. If we lack data, we predict its reliability based on the brand's overall history of building good- or poor-quality vehicles, as well as the previous generation of that particular model's reliability. We won't recommend any tested vehicle with below-average reliability. All of these ratings are included in the Reliability History charts in the Vehicle Profiles (starting on page 96).

Those same surveys also provide the data for our third major assessment, **owner satisfaction,** which asks owners of 300,000 one-to-three-year-old vehicles whether they would buy their current car again.

To determine a **vehicle's safety rating,** the final factor of our overall score, our experts incorporate data from crash tests performed by the Insurance Institute for Highway Safety (iihs.org) and the National Highway Traffic Safety Administration (safercar.gov). The IIHS also conducts rear-crash and roof-crush tests, while NHTSA evaluates and rates vehicles on their rollover resistance.

We give additional consideration to advanced safety systems—when offered as standard equipment across all trim levels of a particular model—that can help avoid an accident or lessen the impact of a crash.

Our charts on page 230 put some advanced safety features and crash-test results in one place, to make it easy to see how different vehicles compare.

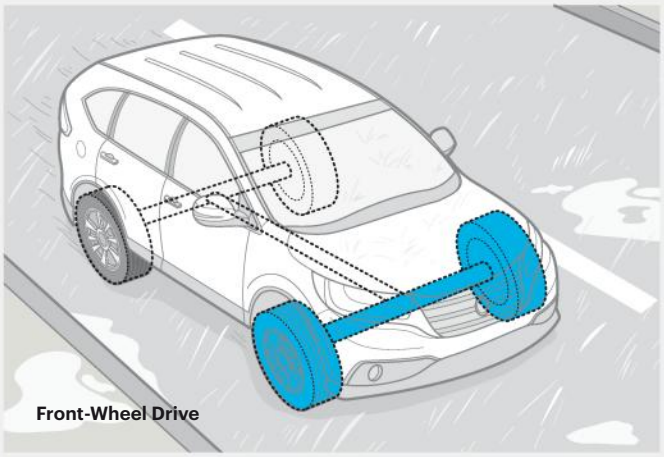
In addition, these charts include our accident-avoidance scores, which are derived from our evaluations and track tests, and primarily rely on emergency-handling and braking evaluations.

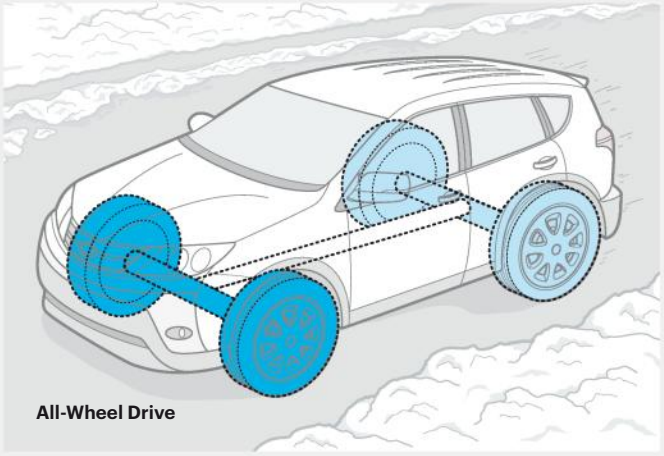
By merging those criteria, we've leveraged our expertise and resources to give you all of the key information you need to identify a good vehicle for you.

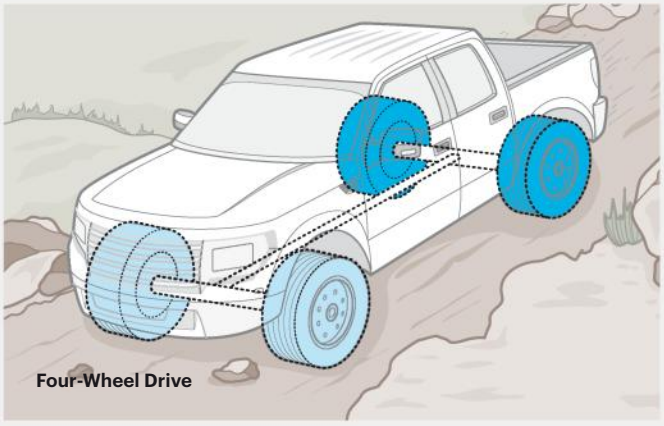
After some serious data crunching, we have developed an Overall Score that not only helps car buyers sort the good vehicles from the bad but also holds the automotive industry to the highest possible standards. We want to help you buy a great car today, and we want to make sure an even better, safer, and

The Truth About Four- and All-Wheel Drive

A guide to the differences and which system may be best for you







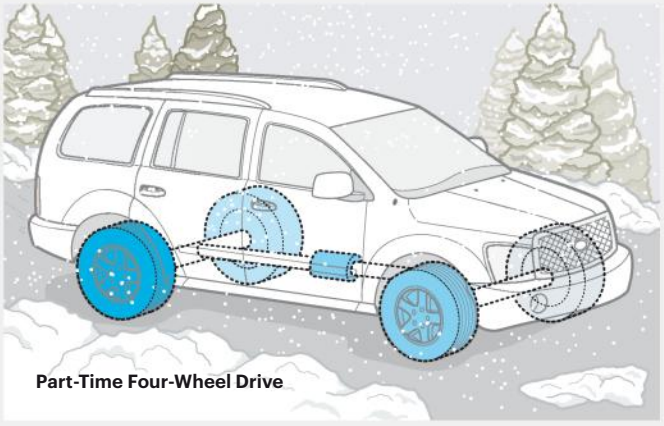


ILLUSTRATION: BROWNBIRD

MANY PEOPLE BUY certain vehicles for the extra security and traction of four- or all-wheel drive. But there are technical differences between the systems.

As the name implies, **all-wheel drive (AWD)** feeds power to each corner and can provide maximum forward traction during acceleration. It is especially helpful in sloppy road conditions (snow and mud) and when driving over moderate off-road terrain. Most AWD systems deliver power primarily to one set of wheels, front or rear. When slippage is detected at one axle, power is diverted to the other axle, in hopes of finding more traction.

Not all AWD systems are equal. For example, some systems always direct a percentage of the engine's power to the rear wheels, and can direct more if needed. But most systems operate with 100 percent of the power normally going to the front wheels; the rear wheels receive power only when the front wheels start slipping.

Although **four-wheel drive (4WD)** and AWD designations are often used interchangeably, there is a difference. Generally, 4WD is optimized for severe off-road driving situations, such as fording deep water and tackling terrain with loose, low-traction surfaces. Most 4WD systems have high- and low-gear ranges, the latter used to increase low-speed climbing power. Some have lockable differentials, which ends up sending equal power to each wheel on a given axle in order to deliver maximum traction.

Most 4WD systems stay engaged and automatically switch between 2WD and 4WD modes. Some older SUVs and pickup trucks have part-time 4WD, which requires the driver to manually choose between two- and four-wheel drive. Vehicles with a part-time system shouldn't be driven on dry pavement when in 4WD mode, which could risk damage to the vehicle's drivetrain.

Reality Check

Having power at both axles aids traction only when starting up from a stop and moving in a straight line. It doesn't help at all when braking or cornering. Unfortunately, many people with AWD or 4WD use less caution on slippery roads and drive faster than the conditions dictate, only to find themselves sliding off the road.

more reliable car is available the next time you're in the market.

Although the score is all-encompassing, we have weighted the data so that a subpar performance in any critical area—such as below-average reliability or a poor crash-test result—will drop a car significantly further down in the rankings. The Overall Score isn't static. As new testing, reliability, and safety data arrive, the scores will be updated.

Vehicles that do well in all of those factors earn our recommendation.

Time to Research

This book offers a range of tools to help you choose wisely, including reviews, comparison ratings, and exclusive reliability information.

But we're not the only game in town. You'll also find a ton of helpful and detailed car information online and in printed sources, such as magazines and newspapers. The difficulty is that the quality of available information varies widely.

If you already have some candidate cars in mind, you might want to read what other car reviewers and owners are saying about them. You may also want to find model specs and pricing information outside the scope of this book. Know that we continuously update our reviews and car information on ConsumerReports.org.

Here is a brief recap of other information sources you'll find:

Manufacturer websites. Automaker sites are a good place to explore individual models, their accessory packages, retail price information, and pictures from every angle. Bear in mind, though, that these sites are essentially advertising vehicles and every car will be described in nothing but glowing terms.

Online pricing. Of the many online sources for brief car reviews and pricing information, two of the most-used are Edmunds.com and Kelley Blue Book (kbb.com). Another is TrueCar.com. All give retail and "invoice" prices for cars and their options, as well as an idea of what other customers have paid recently.

Online car info. For general information about cars and car-related content, including reviews and tips, you might want to check out MSNAutos.

Enthusiast magazines. So-called buff books and their online equivalents crank out a steady stream of reviews on the newest cars. Though they offer plenty of good, detailed information, it sometimes seems that they never met a new car they didn't like. Also be aware that auto advertisers cast a long shadow over such publications.

Newspapers. Many newspapers print auto reviews geared toward the everyday driver rather than the enthusiast. Few, however, are based on head-to-head testing or instrumented tests. Meanwhile, newspaper auto sections often exist solely to draw advertising from automakers and local dealerships.

Personal experiences. Hearing about the experiences of actual owners can give you insight into what it's like to live with a model. Plenty of online owner forums let owners voice their opinions and read those of others. Keep in mind, though, that individual owners usually haven't experienced a wide range of vehicles for comparison, and the memberships are made up of fans of the brand.

On the Track Among our battery of tests, each vehicle is evaluated on accident-avoidance ability.

PHOTO: JOHN POWERS

Would You Buy That Car Again?

TO DETERMINE WHICH vehicles inspire the strongest loyalty, Consumer Reports asked subscribers to tell us how satisfied they are with their 2014 to 2017 vehicles.

To determine this, we asked them one key question: considering all factors, would you get this vehicle again if you had to do it all over?

To better understand their experiences, we also asked them to rate their satisfaction in four categories: driving experience, comfort, value, and styling. Finally, we asked owners to write in and tell us about their experiences with their vehicles.

A consistent theme in the responses is that vehicles delivering on a promise of sportiness, fuel efficiency, or luxury score well with owners.

Tops in the survey, for the third year running, is the Tesla Model S, which garnered a 94 percent endorsement from owners.

The rest of the top 10 is a mix of sporty, fuel-efficient, large, and luxury vehicles: the Chevrolet Corvette, Chevrolet Volt, Toyota Prius, Audi Q7, Mazda Miata, Tesla Model X, Porsche 911, Chevrolet Camaro, and Chrysler Pacifica.

Below are the owner satisfaction ratings of 193 vehicles. An asterisk (*) means data was derived from just one model year.

Make & Model	Rating				
	Would Buy	Driving	Comfort	Value	Styling
SUBCOMPACT CARS					
Honda Fit	4	3	1	4	4
Toyota Prius C	4	3	1	4	3
Hyundai Accent	2	2	1	3	2
Ford Fiesta	2	3	1	3	3
Fiat 500	2	2	2	3	5
Chevrolet Sonic	2	2	1	3	4
Nissan Versa Note	1	1	1	3	3
COMPACT CARS					
Toyota Prius*	5	5	4	4	4
Hyundai Elantra*	4	4	3	5	5
Honda Civic*	4	5	3	4	5
Ford C-MAX	4	5	4	4	3
Toyota Prius V	4	3	2	3	3
Mini Cooper	4	5	2	2	5
Mazda 3	4	5	2	4	5
Kia Soul	4	2	3	4	4
Toyota Corolla	4	3	2	4	3
Volkswagen Golf	3	5	4	3	4
Volkswagen Beetle	3	4	3	3	5
Chevrolet Cruze*	3	4	3	4	4
Kia Forte	2	3	2	3	4
Ford Focus	2	3	3	3	4
Volkswagen Jetta	2	4	2	3	3
Fiat 500L*	2	1	3	2	4
Nissan Sentra	1	1	1	3	3
Dodge Dart	1	2	1	2	3
MIDSIZED CARS					
Hyundai Sonata Hybrid*	5	4	4	4	5
Kia Optima*	5	4	5	5	5
Toyota Camry Hybrid	4	5	4	4	4

Make & Model	Rating				
	Would Buy	Driving	Comfort	Value	Styling
MIDSIZED CARS (Continued)					
Subaru Legacy	4	4	4	4	4
Ford Fusion Hybrid	4	4	4	4	5
Honda Accord	4	5	3	4	4
Toyota Camry	4	4	3	4	4
Chevrolet Malibu*	4	4	4	3	5
Mazda 6	4	4	2	4	5
Hyundai Sonata	3	4	4	4	5
Ford Fusion	3	4	4	3	5
Nissan Altima	2	4	3	3	4
Volkswagen Passat	2	4	4	3	4
Chrysler 200	2	3	3	4	4
LARGE CARS					
Toyota Avalon Hybrid	4	5	4	3	5
Chrysler 300	4	5	5	4	5
Chevrolet Impala	4	5	4	4	5
Dodge Charger	4	5	5	3	5
Hyundai Azera	4	4	4	4	5
Nissan Maxima*	4	5	4	3	5
Toyota Avalon	4	5	3	3	4
Kia Cadenza	3	5	5	5	5
Ford Taurus	3	5	4	3	5
ELECTRIC CARS/PLUG-IN HYBRIDS					
Tesla Model S	5	5	5	3	5
Chevrolet Volt*	5	5	4	3	5
Tesla Model X*	5	5	5	1	5
BMW i3	3	5	2	1	3
Nissan Leaf	3	4	2	3	1
LUXURY ENTRY-LEVEL CARS					
Audi A3	3	5	3	2	5
Buick Verano	3	4	3	3	5

Make & Model	Rating				
	Would Buy	Driving	Comfort	Value	Styling
LUXURY ENTRY-LEVEL CARS (Continued)					
Lexus CT 200h					
Mercedes-Benz CLA					
Acura ILX*					
LUXURY COMPACT CARS					
Audi A4*					
Buick Regal					
BMW 3 Series					
Mercedes-Benz C-Class					
Volvo S60					
Acura TLX					
Lexus IS					
Cadillac ATS					
Infiniti Q50					
LUXURY MIDSIZED CARS					
Genesis G80 (Hyundai Genesis)					
Audi A7					
Lexus ES Hybrid					
Audi A6					
Lincoln MKZ Hybrid					
Lexus ES					
Mercedes-Benz E-Class					
Lexus GS					
BMW 5 Series					
Infiniti Q70					
Buick LaCrosse					
Lincoln MKZ					
Cadillac CTS					
Cadillac XTS					
Acura RLX					
ULTRA LUXURY CARS					
Tesla Model S					
Lexus LS					
Mercedes-Benz S-Class					
Audi A8					
SPORTS/SPORTY CARS					
Chevrolet Corvette					
Mazda MX-5 Miata*					
Porsche 911					
Chevrolet Camaro*					
Dodge Challenger					

Make & Model	Rating				
	Would Buy	Driving	Comfort	Value	Styling
SPORTS/SPORTY CARS (Continued)					
Ford Mustang					
Volkswagen GTI					
BMW 2 Series					
Jaguar F-Type					
Audi S4					
Subaru Impreza WRX/STi					
Lexus RC					
MINIVANS					
Chrysler Pacifica*					
Toyota Sienna					
Honda Odyssey					
Kia Sedona					
Dodge Grand Caravan					
Ford Transit Connect					
WAGONS					
Subaru Outback					
Volvo V60					
Volkswagen Golf SportWagen					
SUBCOMPACT SUVs					
Subaru Crosstrek					
Honda HR-V*					
Mazda CX-3*					
Jeep Renegade					
Nissan Juke					
Chevrolet Trax					
Mitsubishi Outlander Sport					
COMPACT SUVs					
Toyota RAV4 Hybrid*					
Subaru Forester					
Kia Sportage*					
Hyundai Tucson*					
Ford Escape					
Mazda CX-5					
Honda CR-V					
Toyota RAV4					
Volkswagen Tiguan					
Jeep Cherokee					
Nissan Rogue					
Jeep Patriot					
Jeep Compass					

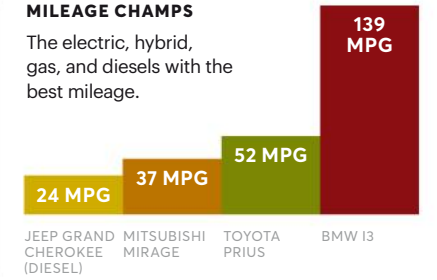
WORSE — BETTER

Make & Model	Would Buy	Driving	Comfort	Value	Styling
MIDSIZED SUVs					
Kia Sorento*					
Toyota Highlander					
Toyota 4Runner					
Honda Pilot*					
Ford Edge					
Toyota Highlander Hybrid					
Nissan Murano					
Jeep Wrangler					
Jeep Grand Cherokee					
Hyundai Santa Fe					
Hyundai Santa Fe Sport					
Ford Explorer					
Chevrolet Equinox					
GMC Terrain					
Dodge Journey					
Nissan Pathfinder					
LARGE SUVs					
Ford Expedition					
Ford Flex					
Dodge Durango					
Chevrolet Suburban					
GMC Yukon XL					
Chevrolet Tahoe					
GMC Yukon					
Toyota Sequoia					
Chevrolet Traverse					
LUXURY ENTRY-LEVEL SUVs					
Audi Q3					
BMW X1*					
Mini Cooper Countryman					
Buick Encore					
Mercedes-Benz GLA					
LUXURY COMPACT SUVs					
Porsche Macan					
Cadillac XT5*					
Audi Q5					
Mercedes-Benz GLC*					
BMW X3					
Acura RDX					
Lexus NX					

Make & Model	Would Buy	Driving	Comfort	Value	Styling
LUXURY COMPACT SUVs (Continued)					
Lincoln MKC					
Volvo XC60					
Infiniti QX50					
LUXURY MIDSIZED & LARGE SUVs					
Audi Q7*					
Tesla Model X*					
Lexus RX*					
Lexus RX Hybrid*					
Porsche Cayenne					
Lincoln MKX*					
Lexus GX					
BMW X5					
Mercedes-Benz GLE*					
Volvo XC90*					
Cadillac Escalade					
Buick Enclave					
Lexus LX					
Acura MDX*					
Volkswagen Touareg					
Infiniti QX60					
COMPACT PICKUPS					
Honda Ridgeline*					
Toyota Tacoma*					
Chevrolet Colorado					
GMC Canyon					
Nissan Frontier					
FULL-SIZED PICKUPS					
Ford F-150					
Toyota Tundra					
Chevrolet Silverado 1500					
GMC Sierra 1500					
Ram 1500					

SCORES IN CONTEXT: Data from the three newest years (2014-17) were used provided the vehicle wasn't significantly changed in that time. Some ratings might be based on a single model year's data; those vehicles are marked with an asterisk (*). SATISFACTION IS BASED on the percentage of owners who responded "definitely yes" to the question of whether they would buy the same vehicle if they had it to do all over again (considering price, performance, reliability, comfort, enjoyment, etc.). FACTOR SCORES WERE determined based on the percentage of owners who said they were "very satisfied" with their car in four categories: Driving Experience takes into account acceleration and handling; Comfort includes seats, climate control, noise, and ride; Value determines if you got what you wanted relative to price; Styling is owners' opinions on how the car looks inside and out.

PHOTO: OJO IMAGES LTD / ALAMY



Stretch Your **Fuel Economy**

Whether you want a gas-powered car or a fully electric model, we have details on the most fuel-efficient models.

Everybody—from owners of luxury sedans to those with econoboxes—enjoys getting better fuel economy. And why not? It keeps more money in your wallet, helps you do your part in conserving resources, and contributes to reducing pollution. But most people want good mileage with few sacrifices at the same time.

▶ FORTUNATELY, IT ISN'T difficult to find vehicles that get good gas mileage and still provide the power and space Americans demand. Some of them are hybrids, clean diesels, and truly viable electric cars. But exotic technology isn't the only news in fuel savings—or even the most important.

Conventional gasoline-powered cars are still highly efficient and are scraping more miles out of every gallon of gas thanks to advances in engine technology, better aerodynamics, and clever computer controls.

This chapter will focus on the most fuel-efficient vehicles we've tested, from gas and diesel models to hybrids and full electrics.

We also highlight driving tips for saving fuel, and detail how much money you can save by switching to a more fuel-efficient vehicle without giving up anything important.

Compare MPG

If we bought vehicles based on fuel economy, the roads would be filled with economy cars. But it doesn't work that way. After you choose the vehicle types that meet your needs, you narrow down the choices even further. Comparing fuel economy is the quickest way to thin the list.

You'll find that within most vehicle classes, a majority of models have overall fuel economy pretty close to each other—sometimes just 1 or 2 miles per gallon. In those cases, the economic consequences are pretty slim. But within each class there are always outliers. A fuel-economy difference of 3 to 5 mpg can really add up in savings.

The typical person drives about 12,000 miles each year and pays an average of $2.35 for a gallon of regular gasoline, based on recent prices. If the vehicles you are considering are separated by just 4 mpg, the results can be significant. For example, the Honda Odyssey minivan, which gets 21 mpg overall in our tests, would save about $315 per year in fuel costs alone compared with a 17-mpg Dodge Grand Caravan.

The same applies to midsized sedans. Choosing the 32-mpg Mazda6 Sport over a 24-mpg Ford Fusion 1.5-liter four-cylinder would save about $295 per year. Stepping down one vehicle size could save a lot more. For example, driving a 26-mpg Subaru Forester rather than an 18-mpg Nissan Pathfinder would shave your fuel costs by more than $480 per year.

In the end, that savings could cover a monthly loan payment or two, or a significant portion of your annual insurance costs.

To see the real-world fuel economy of any current vehicle that Consumer Reports has tested, refer to the road-test highlights tables that begin on page 224. That's an alphabetical list of more than 200 models on sale now. To find out what you'd actually save each year by choosing one over another, turn to the cost-calculator chart on age 20.

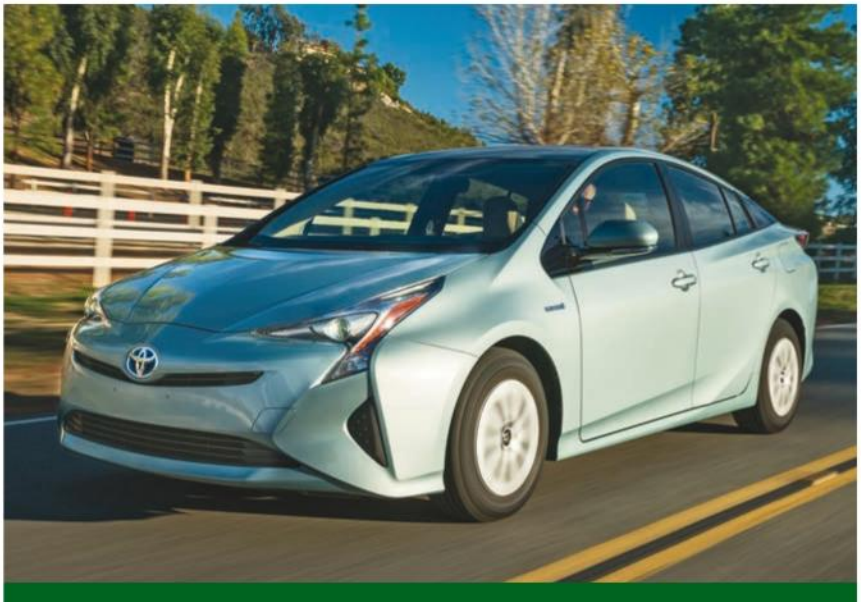
Hybrids, Diesels, and Electrics

Buyers continue to show an interest in hybrids and diesel vehicles, even amid falling fuel prices. There aren't many manufacturers selling diesels, but there are many selling hybrids.

Hybrids and diesels usually deliver fuel economy that is among the best in their class. Some models pay for themselves at the pump—and in overall owner costs—during a typical 11-year ownership cycle. But the payoff period is shorter when gas prices are higher.

Overall, these vehicles will save you money over time. Our multiple analyses over the past few years continue to show that hybrids and diesels, despite their higher initial cost, almost always pay back your investment at some point. It just depends on how long you hold on to your car.

After five years, some do and some don't. It depends on how much of a premium you have to lay out to get the fuel-saving technology, how much fuel it saves compared with a comparable



TOP HYBRID IN OUR TESTS

TOYOTA PRIUS

52 mpg overall
43 mpg city
59 mpg highway

81 OVERALL SCORE

75 ROAD-TEST SCORE

How Hybrids, Diesels & Gas Versions Compare

BUYERS OF HYBRID and diesel vehicles often look at their purchase in terms of cost savings. Because the alternative-fuel version often costs more than the regular gas-power model, savvy consumers want to know how fast the fuel savings will cover that cost difference.

We took a look at the overall mileage for the hybrid and diesel models we have tested and compared them with the conventional gas version to see how much an owner would save over one year.

Almost every alternative-fuel vehicle has a conventional pairing except for the Toyota Prius, which doesn't have a nonhybrid version. To make a comparison, we used the Toyota Corolla iM.

The Chevrolet Volt is absent from this list because its 50-mile electric-only range covers the commuting distance for the average American. There is no way to compare costs because it won't use any gas.

Of course as fuel prices rise, the annual cost savings grow. For this comparison we used $2.35 for the cost of regular gasoline, $2.55 for premium, and $2.60 for diesel fuel.

In order to get an idea about how fast you can pay off the difference between two vehicles, turn to the vehicle ratings charts, which start on page 80, and compare the prices we paid for each vehicle.

Make & Model	Overall MPG	Hybrid/Diesel MPG Gain	Annual Fuel Cost for 12,000 mi.	Annual Fuel Cost Savings
COMPACT CARS				
Ford C-Max Energi	47	10	$600	**$162**
Ford C-Max Hybrid SE	37		$762	
Toyota Prius Three	52	21	$542	**$368**
Toyota Corolla iM	31		$910	
MIDSIZED SEDANS				
Chevrolet Malibu Hybrid	41	12	$688	**$284**
Chevrolet Malibu 1LT (1.5T)	29		$972	
Ford Fusion SE Hybrid	39	15	$723	**$452**
Ford Fusion SE (1.5T)	24		$1,175	
Hyundai Sonata Hybrid SE	39	11	$723	**$284**
Hyundai Sonata SE (2.4L)	28		$1,007	
Toyota Camry Hybrid XLE	38	10	$742	**$265**
Toyota Camry LE (4-cyl.)	28		$1,007	
LUXURY SEDANS				
Infiniti Q70 Hybrid	25	4	$1,224	**$233**
Infiniti Q70 3.7	21		$1,457	
Lexus ES 300h	36	11	$783	**$345**
Lexus ES 350	25		$1,128	
Lincoln MKZ Hybrid	34	11	$829	**$397**
Lincoln MKZ 2.0 EcoBoost	23		$1,226	
COMPACT SUVS				
Toyota RAV4 Hybrid XLE	31	7	$910	**$265**
Toyota RAV4 XLE	24		$1,175	
Lexus NX 300h	29	5	$972	**$303**
Lexus NX 200t	24		$1,275	
MIDSIZED SUVS				
Jeep Grand Cherokee Limited (diesel)	24	6	$1,300	**$267**
Jeep Grand Cherokee Limited (V6)	18		$1,567	
Lexus RX 450h	29	7	$1,055	**$227**
Lexus RX 350	22		$1,282	
Toyota Highlander Hybrid Limited	25	5	$1,128	**$282**
Toyota Highlander XLE (V6)	20		$1,410	
PICKUP TRUCKS				
Chevrolet Colorado LT (diesel)	24	6	$1,300	**$267**
Chevrolet Colorado LT (V6)	18		$1,567	
Ram 1500 Big Horn (V6, diesel)	20	5	$1,560	**$320**
Ram 1500 Big Horn (5.7L V8)	15		$1,880	

Chevrolet Malibu Hybrid

Lincoln MKZ Hybrid

Jeep Grand Cherokee

Hyundai Sonata Hybrid

conventional alternative, how fast the car depreciates, and other factors.

To grossly oversimplify, at current fuel prices the best hybrids and diesels can save you between $300 and $450 per year in fuel costs over similar gas versions. The table on page 17 spells out how much you can save for 16 pairs.

Hybrid longevity. Based on data from our Annual Auto Survey, we've found that the Toyota Prius hybrid has outstanding reliability and low ownership costs. But we wanted to know whether the effectiveness of the battery degraded over the long run.

In order to determine if battery degradation had an impact on fuel economy, in 2011 we tested a 2004 Prius with almost 215,000 miles on it, and compared the results with an almost identical 2004 Prius we tested when new. In addition to having the original battery, the retested Prius had the original engine and transmission.

The results? Overall fuel economy dropped to 42 mpg for the 215k-mile car compared with 44 mpg back in 2004. Highway mileage dipped to 47.9 mpg from 50.4 back in 2004. City mileage dropped to 32.2 mpg compared with the original car's 35.4 mpg.

If the battery of this 215k-mile car had to be replaced, it would cost $2,200 to $2,600 from a dealer. But there is no need to spend that much. In our searches, we found many low-mile used batteries for sale for around $500.

Diesel struggles. Diesel passenger cars have also faced an uphill struggle in the U.S. Initially, there was the perception that diesels were loud, clattering powerhouses with lousy pickup and an evil, oily smell. But modern technology, including electronic controls, turbocharging, and other tweaks, have made modern diesels positively peppy and unobtrusive.

In fact, modern diesels are quicker and quieter than their predecessors because of turbocharging, ultra-precise, high-pressure "common rail" fuel injection, and better exhaust-system catalysts. In our recent tests, many new diesel vehicles didn't exhibit the historical diesel trade-offs.

The second part of the diesel struggle was self-inflicted by the brand that strongly promoted diesel as a "clean" alternative to gasoline and hybrids: Volkswagen.

Without advanced emissions controls, diesels can emit higher levels of two hard-to-manage pollutants: oxides of nitrogen (NOx), which form smog and contribute to acid rain, and particulates (soot), which have been linked to respiratory problems.

In late September 2015, the Environmental Protection Agency and the California Air Resources Board announced that Volkswagen had been cheating on its diesel emissions controls.

VW admitted to circumventing the emissions control system in about 482,000 2.0-liter TDI diesel vehicles sold in the U.S. since 2008. They had nitrogen oxide levels 10 to 40 times higher than the federal standard, according to the EPA. And in November 2015, the EPA notified Volkswagen about violations with its 3.0-liter V6 diesel engine. This involved model years 2009 through 2016, and includes about 85,000 vehicles.

CHEAP TRIPS

Comparing Energy Costs

THE TABLE below compares the fuel costs for five electric vehicles with that of five hybrid or gasoline-powered alternatives.

For the 30- and 75-mile trips, the Leaf costs the least. But on a 200-mile jaunt, the Tesla is the vehicle to beat. The Focus and Leaf have to be left at home unless you can charge them mid-trip, and the i-MiEV needs mid-trip charging just to get to the 75-mile mark.

There are a few underlying assumptions: Trips are mixed-city and highway driving. Volt calculation assumes a 50-mile electric range followed by regular fuel use at 38 mpg overall. The Fusion, Mazda, and Toyota Prius, and Corolla use regular. Electricity: 12¢ per kWh. Regular gasoline is priced at $2.35. No stops for recharging. Overall MPG is from CR tests.

Vehicle/ CR Overall MPG	Overall MPG	Cost Per Mile (Cents)	Cost for 30-Mile Trip	Cost for 75-Mile Trip	Cost for 200-Mile Trip
Mitsubishi i-MiEV SE (3.28 mi/kWh)	111	3.7¢	$1.10	Needs mid-trip charging	Needs mid-trip chargings
Ford Focus Electric (3.18 mi/kWh)	107	3.8¢	$1.13	$2.83	Needs mid-trip chargings
BMW i3 Giga (4.12 mi/kWh)	139	2.9¢	87¢	$2.18	Needs mid-trip charging or fueling
Chevrolet Volt (3.12 mi/kWh for 50 mi., then 38 mpg overall)	105/38	3.8¢	$1.15	$3.47	$11.20
Tesla Model X 90D (2.6 mi/kWh)	92	4.6¢	$1.38	$3.46	$9.23
Tesla Model S P85D (2.48 mi/kWh)	87	4.8¢	$1.45	$3.63	$9.68
Toyota Prius	52	4.5¢	$1.36	$3.39	$9.04
Chevrolet Malibu Hybrid	41	5.7¢	$1.72	$4.30	$11.46
Ford Fusion SE Hybrid/ **Hyundai Sonata** Hybrid	39	6.0¢	$1.81	$4.52	$12.05
Mazda6 Sport	32	7.3¢	$2.20	$5.51	$14.69

[1] Miles-per-gallon equivalent (MPGe). [2] Miles-per-gallon running on gas engine.

Fuel-Economy Champs

In order to make your wallet happy long after you've bought your new car, we've identified the most fuel-efficient vehicles in 11 major vehicle categories.

Make & Model	Overall MPG	City MPG	Highway MPG
FUEL-EFFICIENT HATCHBACKS			
BMW i3 Giga	**139** [1]	135 [1]	141 [1]
Mitsubishi i-MiEV SE	**111** [1]	104 [1]	116 [1]
Ford Focus Electric	**107** [1]	108 [1]	107 [1]
Nissan Leaf SL	**106** [1]	86 [1]	118 [1]
Chevrolet Volt LT	**105** [1]	99 [1]	109 [1]
Ford C-Max Energi	**94** [1] **/37** [2]	87 [1] /36 [2]	98 [1] /38 [2]
Toyota Prius Three	**52**	43	59
Toyota Prius C Two	**43**	37	48
SUBCOMPACT CARS 33 mpg or better overall			
Mitsubishi Mirage ES	**37**	28	47
Smart ForTwo Passion	**36**	25	48
Ford Fiesta SE (3-cyl., MT)	**35**	25	46
Toyota Yaris iA	**35**	24	48
Fiat 500 Sport (MT)	**33**	24	42
Honda Fit EX	**33**	24	42
Chevrolet Spark LT	**33**	23	44
Ford Fiesta SE sedan (4-cyl.)	**33**	22	45
COMPACT CARS 31 mpg or better overall			
Mazda3 i Touring	**33**	23	45
Hyundai Elantra SE	**33**	21	49
Mazda3 i Grand Touring hatch (MT)	**32**	24	41
Toyota Corolla LE Plus	**32**	23	43
Volkswagen Jetta SE (1.4T)	**32**	21	47
Honda Civic LX	**32**	21	45
Toyota Corolla iM	**31**	22	42
Honda Civic EX-T	**31**	21	45
Mini Cooper (3-cyl.)	**31**	22	41
Nissan Sentra SV	**31**	21	42
MIDSIZED CARS 28 mpg or better overall			
Chevrolet Malibu Hybrid	**41**	33	49
Ford Fusion Hybrid SE	**39**	35	41
Hyundai Sonata Hybrid SE	**39**	31	46
Toyota Camry Hybrid XLE	**38**	32	43
Mazda6 Sport	**32**	22	44
Honda Accord LX (4-cyl.)	**30**	21	40
Chrysler 200 Limited (4-cyl.)	**30**	19	44
Nissan Altima 2.5 SV	**29**	19	42
Chevrolet Malibu LT (1.5T)	**29**	19	41
Volkswagen Passat SE (1.8T)	**28**	19	39
Toyota Camry LE (4-cyl.)	**28**	19	38
Hyundai Sonata SE (2.4L)	**28**	18	40
Kia Optima EX (2.4L)	**28**	18	40
LUXURY COMPACT CARS 27 mpg or better overall			
Lexus CT 200h Premium	**40**	31	47
BMW 328d xDrive	**35**	24	49
Mercedes-Benz CLA250	**28**	19	39
Acura ILX Premium	**28**	18	42
Acura TLX 2.4L	**27**	18	41
Audi A3 Premium	**27**	18	40
Audi A4 Premium Plus	**27**	18	40

Make & Model	Overall MPG	City MPG	Highway MPG
LUXURY MIDSIZED/LARGE CARS 25 mpg or better overall			
Tesla Model S P85D	**87** [1]	64 [1]	110 [1]
Lexus ES 300h	**36**	28	44
Lincoln MKZ Hybrid	**34**	29	38
Nissan Maxima Platinum	**25**	17	36
Lexus ES 350	**25**	17	35
Infiniti Q70 Hybrid	**25**	17	33
Acura TLX SH-AWD	**25**	16	36
SUBCOMPACT SUVs 25 mpg or better overall			
Honda HR-V LX	**29**	20	39
Mazda CX-3 Touring	**28**	20	36
Subaru Crosstrek Premium	**26**	19	34
Chevrolet Trax LT	**25**	18	34
COMPACT SUVs 24 mpg or better overall			
Toyota RAV4 Hybrid XLE	**31**	26	36
Subaru Forester 2.5i Premium	**26**	18	35
Hyundai Tucson Sport (1.6T)	**26**	18	35
Mazda CX-5 Touring (2.5L)	**25**	19	32
Hyundai Tucson SE (2.0L)	**24**	17	32
Toyota RAV4 XLE	**24**	17	32
Mitsubishi Outlander SEL (4-cyl.)	**24**	17	30
Nissan Rogue SV	**24**	17	30
MIDSIZED SUVs 20 mpg or better overall			
Toyota Highlander Hybrid Limited	**25**	18	32
Jeep Grand Cherokee Limited (diesel)	**24**	17	32
Hyundai Santa Fe Sport (2.4L)	**23**	17	30
Mazda CX-9 Touring	**22**	15	32
Nissan Murano SL	**21**	15	29
Ford Edge SEL (2.0 EcoBoost)	**21**	14	31
Chevrolet Equinox 1LT (4-cyl.)	**21**	14	30
Kia Sorento EX (V6)	**21**	14	30
Hyundai Santa Fe SE	**20**	14	29
Toyota Highlander XLE (V6)	**20**	14	27
Honda Pilot EX-L	**20**	13	28
LUXURY COMPACT SUVs 24 mpg or better overall			
Lexus NX 300h	**29**	23	34
Mercedes-Benz GLA250	**26**	19	35
Mini Countryman S	**26**	19	33
BMW X1 xDrive28i	**26**	17	37
Lexus NX 200t	**24**	17	33
LUXURY MIDSIZED/LARGE SUVs 20 mpg or better overall			
Tesla Model X 90D	**92** [1]	90 [1]	94 [1]
Lexus RX 450h	**29**	24	33
Lexus RX 350	**22**	14	31
Acura MDX Tech	**21**	14	31
BMW X5 xDrive35i	**21**	14	28
Mercedes-Benz GLS350d	**20**	14	28
Volvo XC90 T6 Momentum	**20**	14	28
Audi Q7 Premium Plus	**20**	13	28

Volkswagen (and its Audi and Porsche brands) subsequently stopped selling diesels. It is unknown whether VW will ever offer diesels in the U.S. market again, and the overall black mark this has given diesel may harm any future diesel offerings from other manufacturers.

Plug-Ins and Electrics

While hybrids and diesels have proved to travel further on a gallon of fuel than conventional vehicles, automakers have been working on a variety of alternative technologies, including plug-in hybrids and fully electric vehicles (EVs).

Although consumers are mostly focused on saving money at the pump, the interest in saving fuel is ultimately part of a larger issue that concerns a finite resource and one whose use contributes to global warming.

EVs allow drivers to commute moderate distances using no gasoline and producing no tailpipe emissions. They can be charged by plugging them into a household wall outlet, although recharge time depends on the vehicle and the electrical voltage.

More important, EVs require basic changes in driving habits and often some hefty household electrical work. Outside of the Tesla Model S and X, which have a range of 200-plus miles on a single charge, and the coming smaller Chevrolet Bolt and Tesla Model 3, which promise a range of about 200 miles, EVs have a limited driving range. They can take hours to recharge, and cost more to buy than similar conventional cars. Battery-life expectancy and replacement cost remain question marks, and the public charging infrastructure is still limited.

Small EVs include the BMW i3, Chevrolet Bolt, Ford Focus EV, Kia Soul, Nissan Leaf, Mercedes-Benz B-Class, Mitsubishi i-MiEV, Smart ForTwo,

See How Much Money You Could Save

THIS CHART CAN HELP you determine your annual fuel savings by choosing a more efficient vehicle. To compare two vehicles Consumer Reports has tested, first look up their overall mpg in the road-test charts beginning on page 224. Find an overall mpg figure on one axis of this chart and the mpg for the second vehicle on the other axis. The box where the two intersect shows how much money you'd save per year if you had the higher-mileage vehicle. Underlying assumptions are 12,000 miles per year and regular gasoline at $2.35 per gallon. As fuel prices fluctuate, so too do savings. Higher fuel prices and/or more miles traveled yield bigger savings. Replacing a vehicle running on premium fuel with one that uses regular would save even more.

MPG	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44
12	$0	$336	$588	$783	$940	$1,068	$1,175	$1,265	$1,343	$1,410	$1,469	$1,521	$1,567	$1,608	$1,645	$1,679	$1,709
14	$336	$0	$252	$448	$604	$732	$839	$930	$1,007	$1,074	$1,133	$1,185	$1,231	$1,272	$1,309	$1,343	$1,373
16	$588	$252	$0	$196	$353	$481	$588	$678	$755	$823	$881	$933	$979	$1,020	$1,058	$1,091	$1,122
18	$783	$448	$196	$0	$157	$285	$392	$482	$560	$627	$685	$737	$783	$825	$862	$895	$926
20	$940	$604	$353	$157	$0	$128	$235	$325	$403	$470	$529	$581	$627	$668	$705	$739	$769
22	$1,068	$732	$481	$285	$128	$0	$107	$197	$275	$342	$401	$452	$498	$540	$577	$610	$641
24	$1,175	$839	$588	$392	$235	$107	$0	$90	$168	$235	$294	$346	$392	$433	$470	$504	$534
26	$1,265	$930	$678	$482	$325	$197	$90	$0	$77	$145	$203	$255	$301	$343	$380	$413	$444
28	$1,343	$1,007	$755	$560	$403	$275	$168	$77	$0	$67	$126	$178	$224	$265	$302	$336	$366
30	$1,410	$1,074	$823	$627	$470	$342	$235	$145	$67	$0	$59	$111	$157	$198	$235	$269	$299
32	$1,469	$1,133	$881	$685	$529	$401	$294	$203	$126	$59	$0	$52	$98	$139	$176	$210	$240
34	$1,521	$1,185	$933	$737	$581	$452	$346	$255	$178	$111	$52	$0	$46	$87	$124	$158	$189
36	$1,567	$1,231	$979	$783	$627	$498	$392	$301	$224	$157	$98	$46	$0	$41	$78	$112	$142
38	$1,608	$1,272	$1,020	$825	$668	$540	$433	$343	$265	$198	$139	$87	$41	$0	$37	$71	$101
40	$1,645	$1,309	$1,058	$862	$705	$577	$470	$380	$302	$235	$176	$124	$78	$37	$0	$34	$64
42	$1,679	$1,343	$1,091	$895	$739	$610	$504	$413	$336	$269	$210	$158	$112	$71	$34	$0	$31
44	$1,709	$1,373	$1,122	$926	$769	$641	$534	$444	$366	$299	$240	$189	$142	$101	$64	$31	$0

Get the Most Mileage for Your Fuel Dollars

YOUR DRIVING STYLE can significantly affect the mileage you get. That's the key finding of a series of fuel-economy tests we conducted on a four-cylinder 2013 Honda Accord sedan and a 2014 Toyota RAV4 small SUV, both with an automatic transmission. We tested the effects of driving aggressively; with a roof-top storage box; at faster and slower speeds on the highway; and with a cold engine, underinflated tires, a dirty air cleaner, and/or with the air conditioning running.

PHOTO: GEORGE CLERK/GETTY IMAGES

TO IMPROVE FUEL ECONOMY

Drive at a Moderate Speed.
You may have to be a little patient, but driving at 55 mph instead of 65 or 75 will save you money. When we drove the Accord at a steady 65 mph, the car's fuel economy dropped from 49 mpg to 42 mpg compared with driving at 55 mph. Speeding up to 75 mph cost the car another 5 mpg. One reason is that aerodynamic drag increases exponentially the faster you drive; it simply takes more fuel to power the car through the air.

In the same test with the RAV4, mileage dropped from 37 mpg to 33 mpg, then to 27 mpg at 75 mph.

Drive Smoothly.
Avoid hard acceleration and braking whenever possible. In our tests, frequent bursts of acceleration and braking reduced mileage by 2 to 3 mpg. Once up to speed on the highway, maintain a steady pace in top gear. Smooth acceleration, cornering, and braking also extend the life of the engine, transmission, brakes, and tires.

Reduce Unnecessary Drag.
At highway speeds, more than 50 percent of engine power goes to overcoming aerodynamic drag. So don't carry things on top of your vehicle when you don't have to. When we installed bikes on a rooftop carrier atop the Accord and drove at 65 mph, fuel economy dropped a whopping 35 percent from 42 mpg to 27 mpg. Even an empty rack created enough drag to suck gas mileage down 5 mpg. Adding a wind deflector quieted things down but hurt mileage: It dropped 2 more mpg to 35.

Skip Premium Fuel.
If your car specifies regular fuel, don't buy premium under the mistaken belief that your engine will run better. The only difference you'll see is about 20 cents more per gallon. Most cars are designed to run just fine on regular gasoline. Even many cars for which premium is recommended will run well on regular. We have found the differences are imperceptible during normal driving. Check your owner's manual to find out whether your engine really requires premium or whether it can run on other grades.

Avoid Cold Engine Driving.
Engines run most efficiently when they're warm. And the most effective way to warm them up is to drive! The effects vary, but as an example, driving our city-mpg test several times with a cold engine consumed an additional 4 mpg vs. driving as the engine warmed up. Engines also produce more pollution and wear faster when they're cold. When possible, combine several short trips into one so that the engine stays warm.

FUEL-ECONOMY MYTH BUSTERS

Keep Pressure Up.
It took a 10 psi drop in tire pressure for the Accord to lose 1.3 mpg on the highway. But what's more important is that underinflated tires compromise handling and braking. Plus they wear faster and run much hotter, which can lead to tire failure. For safety's sake, check tire pressure at least once per month. The owner's manual explains how to do it.

Consider Rolling Resistance.
A tire's rolling resistance can add or subtract another 1 or 2 mpg. But worn tires generally get better mileage than new ones with more tread. So even if you buy new low-rolling resistance tires, you're unlikely to see any gain until you wear them down. Some high-mpg tires also had good grip and did well in our tests, and they usually don't cost more, so there's no reason to shy away from models that did well in our ratings.

Look for high-rated tires with low rolling resistance. They could save you more than $100 per year in fuel.

Replace Your Air Filter.
Our tests show that driving with a dirty air filter doesn't have any impact on fuel economy. That's because modern engines use computers to precisely control the air/fuel ratio, so limiting airflow causes the engine to automatically reduce the amount of fuel being used. Fuel economy didn't change, but the car accelerated much more slowly with a dirty filter.

Morning Fill-Ups.
A common myth is to buy gasoline in the morning, when the air is cool, rather than in the heat of the day. The theory is that the cooler gasoline will be denser, so you will get more for your money. But the temperature of the fuel coming out of the nozzle changes little, if at all, during any 24-hour stretch.

Tailgates and Tonneau Covers.
We tested a 2013 Ram V8 on the highway at 65 mph with the tailgate up, down, and with a soft tonneau cover. We found that adding the tonneau cover or lowering the tailgate actually hurt fuel economy a bit.

With the tailgate up and no tonneau, we got 22.3 mpg. Dropping the tailgate decreased efficiency to 21.5 mpg, and covering the bed with a soft tonneau cover dropped fuel economy down to 21.4.

and Volkswagen eGolf.

The Chevrolet Volt and Toyota Prius Prime plug-in hybrids offer a bridge between fully electric vehicles and hybrids by being able to run only on electricity, and then switching to gasoline operation once the battery depletes.

EVs allow drivers to commute moderate distances very affordably, using no gasoline and producing no tailpipe emissions. Electric vehicles can be charged via a household wall outlet, although a dedicated charger is a faster, more efficient charging solution. But electric vehicles have some built-in limitations. These may go away as battery technology and electric-car infrastructure develop, but they're very real today:

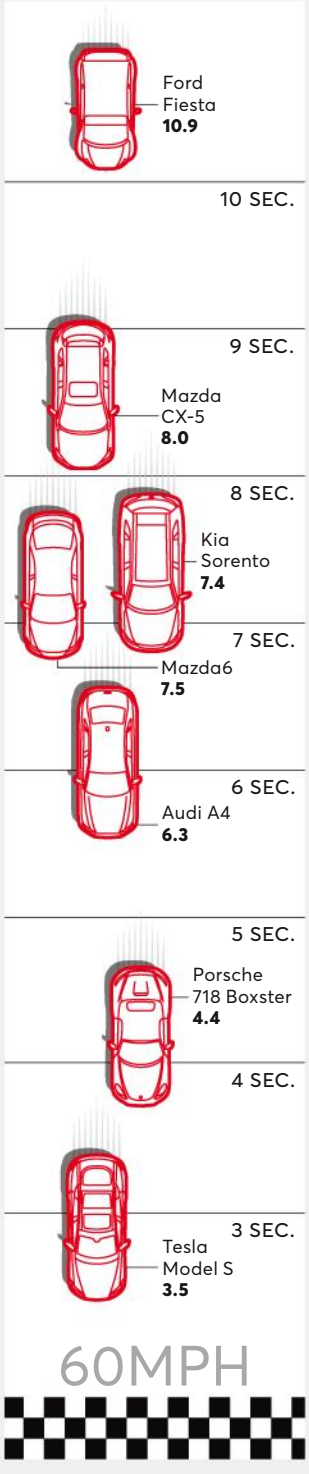
- EVs cost more to buy than equivalent conventional cars.
- Range is limited, often less than 100 miles per charge, and tends to decrease in cold weather.
- An EV's large drive battery costs many thousands of dollars, and it's unclear how many years they will last.
- The large batteries in a dedicated EV can take 4.5 to 9 hours to recharge using a 240-volt circuit and at least 16 hours with a 120-volt circuit. Using household 120-volt current to fully charge a 90kWh Tesla Model S or X could take two days.
- Even EVs with smaller batteries take many hours to fully charge.
- Installing a heavy-duty 240-volt charger at home can cost as much as a couple of thousand dollars.
- Public charging stations are still limited in number and location.

"Extended-range vehicle" is a term coined by General Motors to classify the Volt, a pioneering electric car. When the main drive battery is depleted, the gasoline engine acts as a generator to make electricity. In all-electric mode, the Volt can go about 35 miles. When the gas engine kicks in, the range is extended to about 300 miles.

GM says the Volt's all-electric range should be sufficient for more than 75 percent of American commuters to drive gasoline-free to work and back.

SPEEDY STANDOUTS

These vehicles are among the best in their class in delivering good mileage and quick 0-to-60 times.



An interesting newcomer is the BMW i3, which is available as an all-electric and as an extended-range plug-in similar to the Chevrolet Volt.

Plug-in hybrids, currently available from Ford, Honda, and Toyota, are able to drive solely on battery power for 12 to 23 miles before reverting to their standard hybrid operation. With some, like the Prius Plug-in, the gas engine kicks in to help out the moment you tromp on the accelerator or get up to highway speeds. Others, such as the Ford C-Max, stay in all-electric mode until the battery runs down to a specified level.

The relatively short electric-driving range of today's plug-in hybrids may be a bit disappointing, especially considering the price premium it takes to buy one. But the energy cost for electric driving is very low—say 3 or 4 cents per mile. Gasoline operation may cost something like 12 cents per mile. If you drive, say, 15 miles on battery power and another 15 on gas, the cost of those 30 miles is cut by more than a third compared with all-gas.

Why don't plug-in hybrids have a longer range? Largely because a longer range means a larger battery, which is costly and bulky. Even as it is, finding room for the drive battery hogs a lot of trunk space in some current cars.

Before Buying an EV

Answer these questions to determine whether an EV is right for you:

How far do you drive? If you will be using the car for running local errands or you have a short commute, say 20 to 30 miles each way, the Leaf would probably fit your needs. With an extended-range EV like the Volt or BMW i3, distance is not such a limiting factor. Of course, if you can plug in while you're away from home, you'll extend your electric-driving range and fuel-cost savings. Longer trips aren't an EV's strength.

Keep in mind that a car's electric range can vary significantly depending on weather and driving style. Our Tesla

ILLUSTRATION: MCKIBILLO

The Fast and the Frugal

YOU DON'T HAVE to give up engine performance in return for good fuel economy. To prove this, we have compiled a list of the vehicles that provide the best combination of fuel economy and acceleration from our tests. Vehicles are first ranked based by overall mileage and then by 0-to-60 mph acceleration times. All were tested with automatic transmissions except for sports cars or those noted with an "MT."

Make & Model	Fuel Economy Overall MPG	Acceleration 0-60 mph (sec.)
SUBCOMPACT CARS Overall mpg = 33 or higher; 0-60 mph = 12.0 or less		
Smart ForTwo Passion	36	11.2
Ford Fiesta SE (3-cyl., MT)	35	9.0
Toyota Yaris iA	35	10.3
Honda Fit EX	33	10.0
Ford Fiesta SE sedan	33	10.9
Fiat 500 Sport (MT)	33	11.3
Chevrolet Spark LT	33	12.0
COMPACT CARS Overall mpg = 31 or higher; 0-60 mph = 10.5 or less		
Toyota Prius	52	10.3
Mazda3 i Touring sedan	33	8.3
Hyundai Elantra SE	33	9.9
Mazda3 i Grand Touring hatchback (MT)	32	8.2
Honda Civic LX	32	8.7
Volkswagen Jetta SE (1.4T)	32	9.1
Toyota Corolla LE Plus	32	9.9
Honda Civic EX-T	31	7.1
Mini Cooper (3-cyl.)	31	8.3
Toyota Corolla iM	31	10.0
Nissan Sentra SV	31	10.4
MIDSIZED CARS Overall mpg = 28 or higher; 0-60 mph = 10.0 or less		
Chevrolet Malibu Hybrid	41	8.0
Hyundai Sonata Hybrid SE	39	8.2
Ford Fusion Hybrid SE	39	8.3
Toyota Camry Hybrid XLE	38	7.6
Mazda6 Sport	32	7.5
Honda Accord LX (4-cyl.)	30	7.7
Chrysler 200 Limited (4-cyl.)	30	9.8
Chevrolet Malibu LT (1.5T)	29	8.4
Nissan Altima 2.5 SV	29	8.4
Kia Optima EX (2.4L)	28	8.0
Toyota Camry LE (4-cyl.)	28	8.6
Volkswagen Passat SE (1.8T)	28	8.6
Hyundai Sonata SE (2.4L.)	28	9.2
LUXURY COMPACT CARS Overall mpg = 27 or higher; 0-60 mph = 11.0 or less		
Lexus CT 200h Premium	40	11.0
BMW 328d xDrive	35	8.5
Mercedes-Benz CLA 250	28	6.6
Acura ILX Premium	28	7.5
Audi A4 Premium Plus	27	6.3
Acura TLX 2.4L	27	7.4
Audi A3 Premium	27	8.3
LUXURY MIDSIZED/LARGE CARS Overall mpg = 25 or higher; 0-60 mph = 8.5 or less		
Tesla Model S P85D	87 [1]	3.5
Lexus ES 300h	36	8.2
Infiniti Q70 Hybrid	25	5.6
Acura TLX SH-AWD	25	6.5
Lexus ES 350	25	6.7
Nissan Maxima Platinum	25	6.5

Make & Model	Fuel Economy Overall MPG	Acceleration 0-60 mph (sec.)
SPORTY CARS (tested with manual transmission) Overall mpg = 26 or higher; 0-60 mph = 7.5 or less		
Mazda MX-5 Miata Club	34	6.7
Mini Cooper S	30	7.2
Toyota 86	30	7.2
Subaru BRZ Premium	30	7.2
Volkswagen GTI	29	6.6
Ford Fiesta ST	29	7.3
BMW Z4 sDrive28i	28	6.1
Volkswagen Jetta GLI	27	7.2
Porsche 718 Boxster (base, AT)	26	4.4
Subaru Impreza WRX Premium	26	6.0
Audi TT 2.0T (AT)	26	6.3
SUBCOMPACT SUVS Overall mpg = 26 or higher; 0-60 mph = 11.0 or less		
Honda HR-V LX	29	10.5
Mazda CX-3 Touring	28	9.6
Subaru Crosstrek Premium	26	9.7
COMPACT SUVs Overall mpg = 24 or higher; 0-60 mph = 11.0 or less		
Toyota RAV4 Hybrid XLE	31	8.7
Hyundai Tucson Sport (1.6T)	26	8.4
Subaru Forester 2.5i Premium	26	8.7
Mazda CX-5 Touring (2.5L)	25	8.0
Toyota RAV4 XLE	24	9.3
Nissan Rogue SV	24	9.5
Mitsubishi Outlander SEL (4-cyl.)	24	10.0
Hyundai Tucson SE (2.0L)	24	11.0
MIDSIZED SUVs Overall mpg = 21 or higher; 0-60 mph = 9.5 or less		
Toyota Highlander Hybrid Limited	25	8.3
Jeep Grand Cherokee Limited (diesel)	24	8.6
Mazda CX-9 Touring	22	7.9
Kia Sorento EX (V6)	21	7.4
Nissan Murano SL	21	7.7
Ford Edge SEL	21	8.8
LUXURY COMPACT SUVs Overall mpg = 25 or higher; 0-60 mph = 10.0 or less		
Lexus NX 300h	29	8.9
Mercedes-Benz GLA250	26	6.9
BMW X1 xDrive28i	26	7.9
Mini Countryman S	26	8.3
LUXURY MIDSIZED/LARGE SUVs Overall mpg = 21 or higher; 0-60 mph = 9.5 or less		
Tesla Model X 90D	92 [1]	4.5
Lexus RX 450h	29	7.5
Lexus RX 350	22	7.5
Acura MDX Tech	21	6.8
BMW X5 xDrive35i	21	7.4

Model S and X usually give us about 225 miles per charge. But in cold weather that drops to 185. We've also found that using the heater in cold weather is a big drain on the battery range.

Will an EV save you money? This is the big question for everyone. Because EVs don't have an engine or conventional transmission, they generally have lower maintenance costs, which should save money over time. Depending on your local electricity rates and what you currently drive, running an EV should always be less expensive than filling up with gas.

Electricity costs an average of 12 cents per kilowatt-hour in the U.S. Most of today's EVs run for about 3 miles per kWh, which works out to about 4 cents per mile.

With regular gas costing about $2.35 per gallon, a car such as the Toyota Corolla, which gets very good fuel economy (32 mpg), would cost just over 7 cents per mile for fuel. But electrical rates vary widely, so check your local rates.

Then there's the question of purchase price. The small Nissan Leaf starts at just under $30,000, and the Volt LT retails for $34,990. Prices for a Toyota Prius hybrid, the most fuel-efficient nonelectric car in our ratings, range from about $26,000 to $31,000.

The federal government is offering a tax credit of up to $7,500 to the first 200,000 EV buyers from each automaker. Regional incentives are also available.

Alternatively, one can lease a Leaf S for $199 per month for 24 months without any out-of-pocket money. The 2017 Chevrolet Volt LT for $249 per month for 39 months, with minimum money down, is similar to many conventional cars. Both of these costs are before the $7,500 tax credit is figured in.

The Leaf and Volt carry 8-year/100,000-mile warranties on their battery packs and related hardware—and some states mandate longer warranties.

How will you charge your car? You can charge an EV at any household outlet, but you may be hard-pressed to charge a dedicated EV overnight on a 120-volt outlet. A heavy-duty 240-volt outlet on a dedicated 30- or 40-amp circuit, similar to an outlet for an electric clothes dryer, is much more practical.

Installing a 240-volt circuit runs an estimated $700 to $2,000, depending on the home's existing wiring and location of the outlet. You'll also need a charger.

The Leaf and Volt come with a kit for 120-volt so-called Level I charging. A faster 240-volt Level II charger is more suitable. Level II chargers are currently retailing for about $1,000, but prices have been coming down.

Installation of quick, heavy-duty DC chargers for public venues is ongoing throughout the U.S. These can charge an EV to 80 percent capacity within 30 minutes. Uplevel trims of the Nissan Leaf and Mitsubishi i-MiEV come with an extra port that's compatible with these chargers. In addition, Tesla is continuing to broaden its own proprietary nationwide network of chargers, which are free to Tesla owners.

What will you pay for charging? Many utilities offer a wide variety of rate plans, so it's important to find out which will work for you. High electric

COMING SOON NEW HYBRIDS & ELECTRICS

New hybrid and electric vehicles will go on sale in 2017, including the Honda Clarity (right), Kia Niro (bottom left) and Chevrolet Bolt.

Best in Class: Cargo Room and Fuel Economy

These are among the roomiest models with the best fuel economy. In case of a tie in fuel economy, the vehicle with more cago room is listed first. For a full list, go to CR.org.

Make & Model	Fuel Economy (Overall MPG)	Cargo Volume (Cu. Ft.)
MINIVANS Overall mpg = 20 or higher; cargo = 60 cu. ft. or more		
Chrysler Pacifica Touring-L	21	66.0
Ford Transit Connect XLT (2.5L)	21	61.0
Honda Odyssey EX-L	21	61.5
Toyota Sienna XLE (FWD)	20	70.5
SMALL SUVs Overall mpg = 22 or higher; cargo = 24 cu. ft. or more		
Toyota RAV4 Hybrid XLE	31	30.0
Honda HR-V LX	29	32.0
Lexus NX 300h	29	28.5
Subaru Forester 2.5i Premium	26	35.5
Hyundai Tucson Sport (1.6T)	26	29.5
BMW X1 xDrive28i	26	27.0
Mazda CX-5	25	33.0
Chevrolet Trax LT	25	26.0
Toyota RAV4 XLE	24	37.0
Mitsubishi Outlander SEL (4-cyl.)	24	32.5
Nissan Rogue SV	24	31.5
Lexus NX 200t	24	28.5
Jeep Renegade Latitude	24	30.5
Hyundai Tucson SE (2.0L)	24	29.5
Honda CR-V EX	24	36.0
BMW X3 xDrive28i	23	33.0
Kia Sportage LX	23	29.5
Buick Encore Leather	23	26.0
Ford Escape SE (1.6)	22	35.0
Ford Escape Titanium (2.0)	22	35.0
Acura RDX	22	31.5

Make & Model	Fuel Economy (Overall MPG)	Cargo Volume (Cu. Ft.)
MIDSIZED/LARGE SUVs Overall mpg = 20 or higher; cargo = 32 cu. ft. or more		
Lexus RX 450h	29	30.0
Toyota Highlander Hybrid Limited	25	40.5
Jeep Grand Cherokee Limited (diesel)	24	36.5
Hyundai Santa Fe Sport	23	35.5
Mazda CX-9 Touring	22	34.0
Lexus RX 350	22	30.0
Ford Edge SEL (2.0 EcoBoost)	21	39.0
Kia Sorento EX (V6)	21	37.5
BMW X5 xDrive35i	21	34.5
Acura MDX Tech	21	34.0
Chevrolet Equinox 1LT (4-cyl.)	21	33.5
Nissan Murano SL	21	33.5
Honda Pilot EX-L	20	48.0
Mercedes-Benz GLS350d	20	47.0
Hyundai Santa Fe GLS	20	40.5
Toyota Highlander XLE	20	40.5
Audi Q7 Premium Plus	20	35.5
Volvo XC90 T6 Momentum	20	35.0
Cadillac XT5 Premium	20	33.0
WAGONS/HATCHBACKS Overall mpg = 22 or higher; cargo = 24 cu. ft. or more		
Toyota Prius V Three	41	32.0
Ford C-MAX Hybrid SE	37	28.0
Kia Soul Plus	26	24.5
Subaru Outback 2.5i Premium	24	34.0
Subaru Outback 3.6R Limited	22	34.0

rates can erode an EV's savings at the pump. For example, at our Auto Test Center in Connecticut, electricity runs at the high end nationally, at 19 cents per kWh. Even at that rate, electric cars cost only one-half to two-thirds as much to drive per mile as the most efficient gasoline-powered cars.

Off-peak rates are lower in some areas because you're taking advantage of the excess capacity that power plants have at night. In Detroit, for example, charging off-peak in the summer would cost 5.65 cents per kWh, or about 50 cents for a full charge, less than half what it costs during summer peak hours.

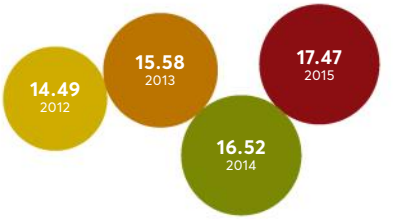
Buyers who live in California, where EVs and public chargers are more plentiful, need to be especially careful when choosing a plan. That state's Public Utilities Commission has set caps on usage for the lowest rates in basic plans. So unless you choose an appropriate plan, charging an electric car can quickly kick you into a higher price bracket.

Almost every electric utility is developing special rates for electric cars and for off-peak charging. But such rate plans require the installation of "smart" meters, which can monitor the time of day when electricity is used. So it's best to call your utility company before you buy an electric car.

PHOTO: MICHAEL HANSEN/GETTY IMAGES

NEW-CAR SALES

Cars, SUVs, and trucks sold, in millions.



The Effective **Test Drive**

Consider the test-drive as an interview for your new car. Your job is to size it up, determine if it delivers on what it is promising, and make sure it's up to handling the tasks you plan to throw at it.

Many vehicles look good on paper and in commercials, but your test-drive is the reality check. This is your best chance to see how a vehicle measures up to expectations and, just as important, how well it "fits" you. After all, you'll probably be paying for—and living with—it for the next several years. You don't want any surprises after you've bought it.

▶ OFTEN, IT'S THE little things you discover during this drive that can tip the scales when deciding among different models.

In an ideal world, you would be able to take several cars home for a few weeks and alternate among them for your everyday driving. This is essentially what Consumer Reports' auto experts do when evaluating groups of basically similar vehicles (in addition to a full battery of instrumented testing at our 327-acre Auto Test Center).

But this is not a realistic option for most people, although some dealers may let you take vehicles home overnight. That leaves the dealership test-drive as your best chance to get to know the vehicles inside and out.

Don't wait until the day you're ready to buy to do your test-drive; that won't give you enough time to thoroughly evaluate the cars you're considering.

Plan Your Test-Drive Day

Ideally, to accurately compare one car with another, you should test-drive all of your candidate vehicles on the same day, preferably on the same or similar roads. A multibrand "auto mall" is one place to do that, even if you don't end up buying from there. You will be able to drive each car along an identical test route and compare all of them in the same afternoon.

Before your test-drive, be sure to check these items off your "to do" list:

Grade your current vehicle. Make a list of the things you like and dislike about it: performance, comfort, features, fuel economy, controls, and any idiosyncrasies. Does the seat give you a backache on long trips? Is there too little storage space? Are there cup holders that don't hold drinks securely? Which tech features does your car lack? Put down all of your gripes–large and small–so you don't overlook those things in the new car.

Plan your own route. If a salesperson goes along with you on your test-drive, he or she will probably suggest a quick, well-used route that's "friendly" to the vehicle and doesn't stress the engine or suspension too much. But this won't give you a complete picture.

Try to plot out a route of your own in advance, one that lets you experience various traffic situations and different types of roads. Include a stretch of broken or washboard pavement and speed bumps in the loop. Winding country roads and/or high-speed freeways, if you normally drive on them, should also be part of your route.

It would be best if you were able to spend at least a half hour driving each vehicle. If you can, go on a route that you are familiar with so you'll be able to spend more time focusing on the car instead of an unfamiliar road.

Schedule appointments. When you call the dealerships, confirm that the vehicle or vehicles you want to drive are in stock and equipped the way you want. If you're contemplating a car with the base engine, it doesn't make sense to test-drive a fully loaded demo with the uplevel powertrain. Schedule your appointments to drive candidate cars back-to-back.

Do some planning by plugging your route into a navigation app before you go on a test-drive.

Be prepared. Before the big day arrives, assemble the items you should take with you. These include the following:

- Your car-insurance verification.
- A way to record your thoughts and observations about each car.
- Your list of likes and gripes about your current vehicle.
- The exact vehicle configuration–including trim level, features, and options–for the vehicles you want to drive.
- A copy of the test-drive checklist on page 35 for each vehicle.
- Bring any media, including your cell phone with music, podcasts, and apps, to try the audio system.
- Bring along child seats to be sure you can secure them easily in each vehicle.
- If possible, have your partner or spouse come along to take notes, ask questions, and, if you'll share the car, drive it.

Predrive Inspection

When you arrive at a dealership and greet a salesperson, make it clear upfront that you are there only to inspect and test-drive the car(s) in which you're interested, and that you will not be making any buying decision right away. This will help keep things simple and allow you to concentrate on comparing cars better.

Throughout the visit, resist any attempts by the salesperson to lure you into making a buying decision or talking about a deal. Despite a sense of urgency he or she may try to create ("We have a great deal that's only good for today" or "I've got another customer coming to look at this exact vehicle later today"), simply repeat that you'll make your decision only after test-driving all the cars that you're considering. Being polite–but firm–with this message can help lessen the sales pressure.

Spend some time carefully looking over the vehicle, inside and out. Walk around and check the seams between body panels and doors. Are they evenly spaced, without gaps or irregularities? Does the color look good in different light? Is the paint smooth, with a mirrorlike reflection?

A car's exterior styling is designed to grab your attention, evoke emotions, and project an image—but you'll be spending most of your time inside the car, not admiring it from afar. Your long-term satisfaction can be greatly influenced by how the vehicle's interior is designed. This includes how comfortable and quiet the cabin is and how convenient the controls are to operate.

When comparing vehicles, think about how they fit your lifestyle. If a seat is uncomfortable or if the controls are awkward to use, you could become frustrated with the car long before the loan or lease is over.

DOES THE CAR FIT YOU?

As you open the driver's door and slide into the seat, note how easy it is to get in and out. You shouldn't have to duck your head much or contort your body. Some SUVs and pickups can be difficult to enter because of their high step-in height, which can be especially inconvenient for short people and children. Are the door handles easy to operate? How heavy are the doors, and can you open them with one hand if you are holding bags? Can kids get in and out by themselves?

Be sure the vehicle has the same upholstery you intend to buy. Leather seats, for instance, can have a different underlying structure and padding than cloth seats, which affects overall comfort. Some people prefer leather because it's easier to clean. But remember: Leather can be chilly in the winter and uncomfortable on bare skin when hot. Heated and cooled seats can remedy this, but not all models offer this.

Seat comfort is very important, albeit highly personal. A seat with multiple adjustments is best for an optimum driving posture. A seat that's padded like an easy chair can feel great at first, but if it loses support during long trips, it can add to driver fatigue.

You want to be able to easily slide the seat fore and aft, as well as up and down. Having a height-adjustment option can make a big difference, particularly for a shorter driver. The seat should fit your body and support you from the thighs to the shoulders. It shouldn't pinch from the sides or protrude into your back. Adjustable lumbar is a benefit; it's even better if it can be adjusted for height, too.

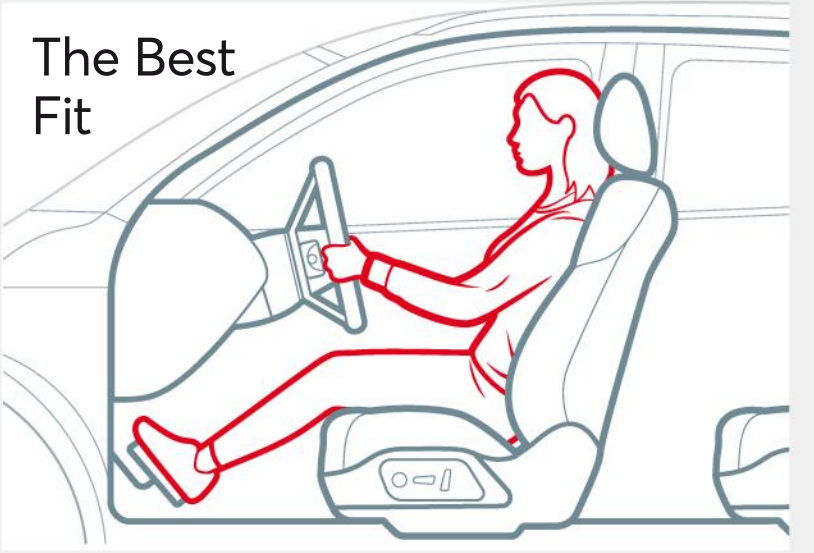
Can you reach the seat belt quickly and easily? Note if the height adjustments allow you to properly position it across your shoulder, chest, and hips. You don't want the edge of the belt to graze your neck. Does the shoulder belt allow for free movement under normal driving situations? Check to see whether the door and center armrests are in positions that feel natural.

Make sure the head restraint can be adjusted to provide adequate protection in a rear-end collision. The top of it should be at least even with the top of your ears.

Adjust the steering wheel to custom-tailor the driving position. Most steering wheels adjust for both rake (up/down) and reach (in/out). Make sure it has enough adjustments for you. Does the wheel feel comfortable with your hands at the 9 and 3 o'clock positions? Are there audio and/or cruise-control buttons on the steering wheel? This can make it easier to use common functions without taking your eyes off the road.

Once you have the seat and steering wheel set, assess your driving position. You should be able to reach the pedals and still have at least 10 inches between your chest and the steering wheel. Some vehicles have power-adjustable pedals,

The Best Fit



Leg Position
Make sure that your hips and knees are on the same plane, and that you have a bend in your knees. You want to be able to fully depress the brake pedal and still have a slight bend in your knee.

Arm Position
You should sit about 10 inches from the steering wheel but still have enough bend in your arms to rotate the steering wheel 180 degrees.

Back Position
Sit upright, so that you can see out and over the hood as well as out of the side and rear windows.

ILLUSTRATION: MCKILBILLO

so check those, too. Make sure your head isn't too close to the ceiling.

Check your visibility inside and outside the cabin. Make sure you can see the instrument panel clearly. You should also be able to see well in all directions while maintaining a comfortable posture as you drive. A high dashboard and low seats—or high seats and a low roofline—can obstruct the view forward. Wide roof pillars can block your view to the rear, creating dangerous blind spots. Can you accurately judge the location of your front bumper from over the dashboard and down the hood? Adjust the side mirrors so they're positioned right for you.

GET FAMILIAR WITH THE INTERIOR

While you're sitting in the driver's seat, look around and assess your environment. Many elements make up a well-designed interior. Is this one that you will want to spend a lot of time in?

Check the controls and displays. Any person who will be driving the vehicle should be able to see, reach, and use all the controls easily. The dashboard layout should be logical and intuitive. Are the instruments easy to see and interpret? Are controls for the audio and climate-control systems logical and uncomplicated? The buttons and knobs should be large enough to operate them quickly, easily, and without having to take your eyes off the road for more than a moment.

All of the controls should have clear, unambiguous markings, and the ones you use at night should be illuminated. Push buttons should give good tactile feedback. Adjust the climate-control system to your preferred temperature to see how well it works.

Now is the time to find the hood and trunk releases, fuel-filler door release, power-door lock button, window switches, and maybe the seat heater switches. Are there map lights in the front or is there simply a single dome light above the front seats?

Are there places to stash things? Check to see whether there is sufficient storage space for items you want to keep close at hand, such as your cell phone, charging cables, sunglasses, and such. Will a water bottle, a large cup, or your favorite travel mug fit securely in the cup holders?

Drink containers shouldn't block access to important switches or cubbies that you may need to open or reach into while driving.

Open the glove compartment. Can it hold more than the owner's manual? There should be room for a flashlight, a tire pressure gauge, and any other things you carry there.

How does the audio system sound? Does the infotainment system have Apple CarPlay, Android Auto, or another way to stream music or podcasts from your smartphone? Does the audio quality meets your expectations? Make sure you run through the common controls to see how easy they are to operate.

Try out any advanced electronics. If the vehicle has a full-feature climate-control system or electronics such as navigation, voice-activated controls, Bluetooth, or a multifunction controls, spend time trying them out.

You may want to take some time to have the salesperson show you how they work, because some are very complicated and difficult to use without studying the owner's manual. Don't be shy about asking questions. Salespeople go through extensive training in order to explain all of the systems in cars.

And last, if there is a sunroof or moonroof, open it to see how it operates. Raise and lower convertible tops to see how they operate, and check how much trunk space they steal.

SIT IN THE REAR SEATS

After you've finished with the driver's seat, sit in each of the other seats. Spend some time in the backseats to see what it's like. Some cars with low-slung roofs force you to duck a lot to keep from banging your head, especially when accessing the rear. In others, it can be awkward to step into the rear because there's a high, wide sill or a narrow door opening.

Leg and foot room, especially in the

PHOTO: WESTEND61/GETTY IMAGES

Kids at the Dealership

Should you bring your children when shopping for a new vehicle? The answer is yes and no. It's a good idea to bring them along when you're doing your test-drives, because it's important to make sure they'll fit securely (and happily) in your new vehicle. And they can give you a good "rear seat" perspective, such as whether the seats are comfortable and whether they can easily see out the windows.

If this can't be arranged, or if you think a long test-drive day will wear them down (or you!), make sure you go back for a second test-drive with the entire family for any vehicle you're serious about buying.

If you have a teenager who will be driving the car, you should let him or her take a turn behind the wheel while you're test-driving.

But when it comes time to visit dealerships to negotiate the best deal you can, children should be left at home. They can become a distraction during the process, especially if you end up spending a lot of time in the showroom.

Try It All Out

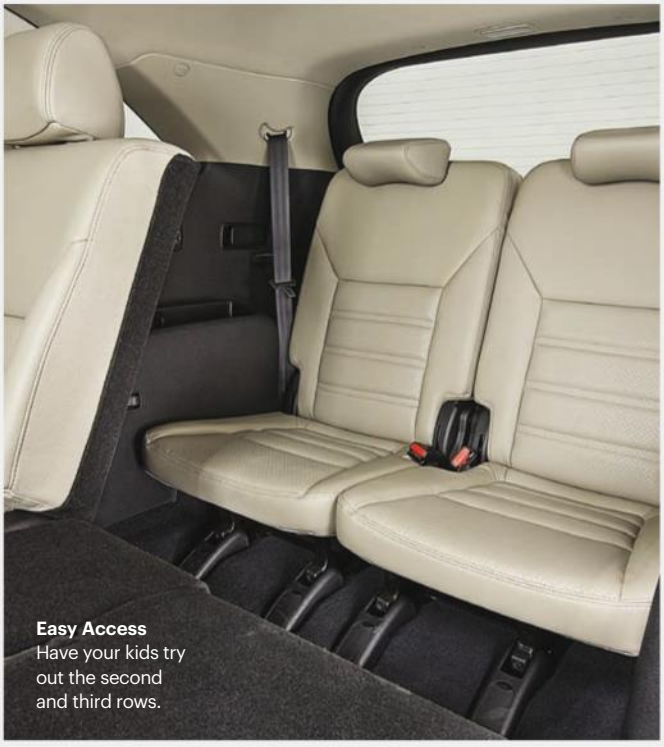
You're probably going to be living with your new vehicle for many years, so examine it to see how it fits the lifestyle you have now—and the one you aspire to. Have your kids clamber into the second- and third-row seats. Outdoor adventurers should make sure there's room in the trunk or cargo area for their gear. Bring along a child seat if you have a little one. Test the infotainment system with your smartphone, and plop your favorite coffee mug or water bottle into the cup holders.

No Turning
Push-buttons are common.

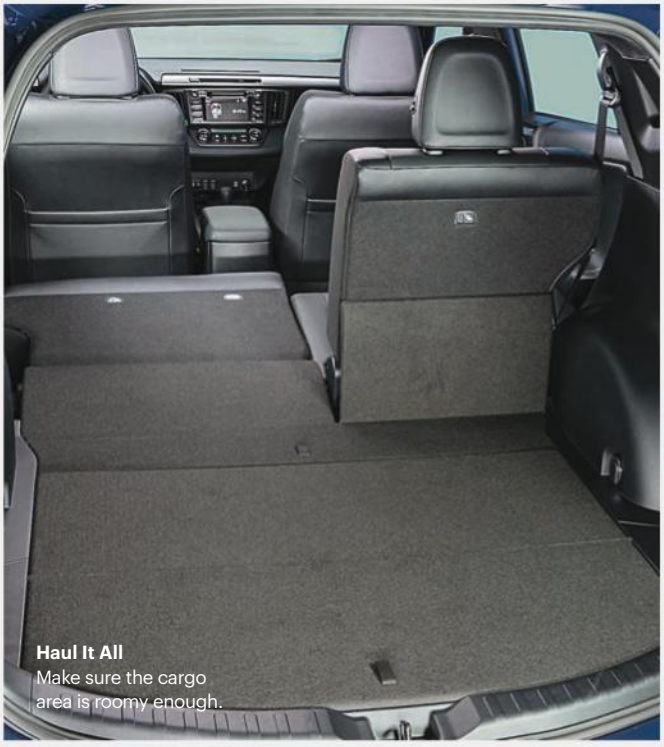
Shifty Controls
Some shifters may look familiar but can be confusing to use.

Tradition Revised
Rotary shifters can be found in Ford and Ram vehicles.

Friendly Roads
Test the infotainment and navigation system.



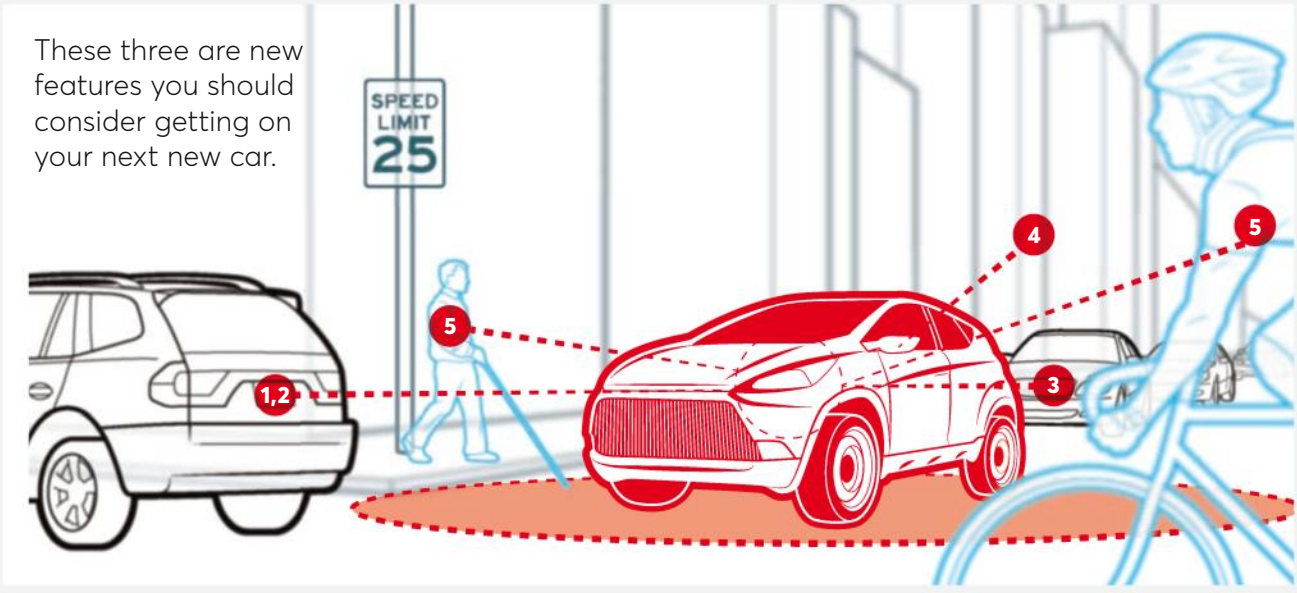
Easy Access
Have your kids try out the second and third rows.



Haul It All
Make sure the cargo area is roomy enough.

The Latest Advanced Safety Systems

These three are new features you should consider getting on your next new car.



1 Forward-collision warning (FCW) uses cameras, radar, and/or laser to scan the road and alert you if you're approaching a vehicle too fast and a crash is imminent. Most systems use a visual and/or audible signal to a potential crash, allowing time for you to react.

2 Automatic emergency braking (AEB) will sense a potential collision and, if you don't react in time, initiate braking.

3 Rear cross-traffic alert (RCTA) detects traffic that may cross your path as you reverse, which can be helpful when you're backing out of a parking space or driveway. Some systems will automatically brake for you to avoid an object.

4 Blind-spot warning (BSW) illuminates a light or icon in or adjacent to the outside mirrors to warn that another vehicle is in the lane beside your car, possibly hidden from your view.

5 Pedestrian detection This system uses the vehicle's camera(s) or radar to look for pedestrians in the vehicle's path. Some systems will alert you with an audible or visual alert, and some will even start automatic emergency braking if a collision is deemed high.

back, can be too tight for some passengers. Are there adequate cup holders and storage cubbies front and rear? What about USB and 12-volt power outlets in the cabin and cargo area?

If you use a child seat, make sure it can be easily secured. Is it possible to lift a sleeping child out of the seat without straining or banging your head? Check how much crawling is required to access the third-row seat in minivans and SUVs. Once there, how comfortable (or claustrophobic) is it?

If you have kids, are they going to be happy back there? See if there are plenty of places for drinks, snacks, toys, and books. Can they see out of the windows easily? Many new vehicles have high windowsills that make it difficult for small children to see out. This can lead to boredom and complaints. Check out any optional conveniences like rear climate controls or audio and video systems. Judge for yourself whether they're worth the extra cost.

INSPECT THE CARGO AREA

Be sure to check out the trunk or cargo area. A few cars may require you to open the trunks or rear hatches from the outside with a key, but most have a covered grab handle with a touchpad. Often there is also a button on the key fob to open the lids remotely.

Once the trunk lid is open, check to see what kind of hinges it has. The worst design is the gooseneck hinge, which swing down and can crush packages. Better designs use struts that don't intrude into the cargo space.

How difficult will it be to load bulky items? How high do you have to lift things to load them? Make sure the space is big enough and configured to carry any odd-sized cargo you may have, like golf clubs.

Does the seatback fold down for increased cargo space? The most versatile designs have split seatbacks that allow you to fold either half down separately.

Some cars come with a flat-folding front passenger seat for carrying

ILLUSTRATION: MCKIBILLO

extra-long items that extend all the way from the trunk to the glove box. If there is a third-row seat, check that it folds flat or into a well in the floor. Make sure it's easy to fold down.

It's important to check whether the vehicle comes with a spare tire. Many manufacturers are eliminating the spare, instead supplying a compressor and a can of sealer. To us, that's an insufficient substitute for a real spare tire. Ask whether there is a spare available for purchase. You can try to get it included as part of your negotiations. Make sure a jack and tool kit are provided. Is there room for your own tools and emergency items?

LIFT THE HOOD

Ask the salesperson to show you the service points in the engine compartment. The location of dipsticks and fluid filler caps should be handy and easily identified. The same goes for the battery terminals; you want them easily reached should you ever need jumper cables. Be aware: Some cars have batteries in the trunk or hidden in difficult-to-access cubbies. These use remote terminals for jumping or trickle-charging the battery.

Getting on the Road

You've already knocked off a big part of the test-drive and are probably itching to start some on-road evaluations. The best way to do that is to eliminate as many distractions as possible. Some dealers will let you take the car out by yourself, but don't be surprised if someone comes along. This is where your companion can come in handy. Let him or her deal with a jabbering salesperson as you concentrate on the vehicle.

But this can be a potentially dangerous situation. A new car will likely overly impress you, because it's better than the one you're now driving. It's key to compare it with other new vehicles that interests you rather than to your current car. The more vehicles you test-drive, the better perspective you'll develop.

Listen and look for the things you like, and be on the lookout for things you might not be happy with. Many cars have personalities, and it's important to find one that matches yours. Little things that might seem insignificant now could become major irritants down the road.

Here are a few things you should consider during your test-drive. If possible, have your companion remind you of these points or even read the following points while you drive:

Ride comfort. Gauge this on a stretch of imperfect pavement. Do the potholes, seams, and cracks in the pavement rattle your teeth and punch your kidneys? Or does the suspension isolate you from the road and keep you unaware of the decrepit road conditions?

Soft suspensions feel pillowy over holes and ruts but allow the vehicle body to wallow up and down a bit after a large bump. The best vehicles feel tight and controlled over bumps, recovering immediately.

Sporty cars usually have a firm ride, often a trade-off for their better handling characteristics. Firm can be good, but in small doses. Many buyers bitten by the sports-car bug have later come to regret it. A rough ride can quickly get old when every little ripple in the asphalt punches through as a teeth-chattering jolt.

Some cars, especially small ones, have a "busy" ride, which means the body makes constant little jittery motions up and down or side to side. Avoid that if you can. The better cars have suspensions that swallow up pavement flaws without sharing them with the vehicle's occupants.

Acceleration. It's a scary feeling when you need acceleration ... NOW ... to pull out into traffic, but the engine feels unwilling—or unable—to deliver. So make sure you try a quick acceleration run from a stop and a rolling merge into fast freeway traffic. You want to be able to maintain highway speeds without flogging the car. If the engine has to scream its head off to get you up to highway speed, look elsewhere.

Try climbing a steep hill. Note if the transmission downshifts smoothly and how the engine responds. You shouldn't feel any clunks or harsh, abrupt shifts. There should be seamless power delivery without any hiccups.

Strong, dependable acceleration is one part engine power, one part effective transmission. Even a powerful engine can feel lame if it's coupled with a mediocre transmission. Conversely, a lower-horsepower engine can perform better in combination with a well-designed transmission.

A major benefit of a test-drive is to see whether you like the powertrain. If you weren't impressed, now is the time to try a different one if available or look at other brands.

Braking. During your drive, pay attention to how the brakes feel. Are they responsive without being too touchy? Braking is hard to evaluate thoroughly without professional help, but you can do a basic assessment. Just make sure to warn the salesperson in advance.

Try to get a sense of how the vehicle responds to soft and more forceful braking. It should be smooth and progressive. Grabby brakes that suck out your eyeballs or ones that feel as if you're pushing into a bowl of oatmeal don't help driver confidence.

Hybrid and electric cars will feel different under braking than the car you are used to driving. This is because they incorporate mechanisms to capture braking energy to charge the battery. They may feel slightly numb or isolated.

Steering and handling. Good steering should feel easy and controllable through turns—not so quick that it feels darty and not so slow that it takes a lot of turning to make a maneuver. You should get "feedback" through the steering wheel: A good system will tell you what the wheels are doing on the road. Lesser systems feel numb and disconnected from the wheels.

Steering systems have evolved rapidly over the past few years. Variable power steering, which adds more heft at higher speeds and lightens up the steering effort at slow speeds—like

parking—is commonplace.

Electric systems—either fully or partly electric—are found in more and more vehicles. They don't use hydraulic lines to help move the wheels left or right. Instead, they send signals to the gears that move the rack.

The benefit is marginal gains in fuel economy through the removal of the hydraulic system. But often that comes at the expense of steering feel and heft. The better systems are transparent: You'd never know the type of system. Weaker systems often feel artificially light or heavy, or never have the appropriate weight for the conditions. Some are too heavy when parking and overly light on the highway.

When driving, consider how the car responds to quick maneuvers. Check whether it tracks well when driving straight ahead or whether it requires small, continual corrections. Because the vehicle's response to quick steering maneuvers is a key factor in avoiding an accident, it's important to be comfortable with the way your vehicle reacts.

One thing to remember: Don't play race car driver. A test-drive isn't the time to push an unfamiliar vehicle to its handling and braking limits. Instead, see Consumer Reports' accident avoidance ratings in the safety charts that begin on page 230.

Quietness. At one point during the test-drive, turn off the radio and close all of the windows so you can hear what is going on, especially at highway speeds. Check how subdued or raucous the engine is during heavy acceleration and highway cruising.

Four-cylinder engines tend to be the noisiest, so you may also want to try a V6—if it's offered—to see whether it's any better. Remember: Engines don't get quieter with age. Something that's borderline offensive during a test-drive will be downright unlivable as time goes by.

Is there excessive wind noise? Side mirrors are a big source of wind noise, as are roof rails on SUVs and wagons.

Tires can be another source of noise. High-performance tires on cars and off-road tires on SUVs and pickup trucks tend to create the most noise. While annoying, this noise is often a big part of the ownership experience, and people who gravitate toward these vehicles are usually not bothered by it. But the test-drive is a good way to find out your tolerance level.

As you drive, you should be able to see well in all directions and maintain a comfortable posture.

Visibility. This can vary greatly, even among similar vehicles. But you can tell which ones have the best visibility during your back-to-back drives. Don't forget to check rear visibility when backing up, and the size of the rear blind zone. Backup cameras are just part of the rear-visibility equation. They shouldn't have to compensate for thick roof pillars and small windows.

Of course, daytime visibility is important. But once you are serious about buying a car, try to test-drive it after dark. This way you'll be able to tell how well the headlights perform; which switches, gauges, and controls are lighted for nighttime use; and whether there are any annoying reflections in the windshield.

After the Test-Drive

You can bet that once the test drive ends, the hard-sell process will begin. Your salesperson is counting on you being jazzed from driving a new car and ready to seal the deal. But this isn't the ideal time to start negotiating, especially if you still have other cars to test-drive. In reality, you need this time to collect your thoughts. Even if you absolutely love a car, keep your emotions in check.

Use the test-drive checklist (right) to help organize your notes. How you're treated during your first visit to a dealership may tell you a lot about a future relationship, so make sure you're comfortable with the atmosphere and test-drive experience. Your test-drives give you a good chance to evaluate a variety of dealerships.

Even the lowest possible price usually won't compensate for a bad dealership experience. Every salesperson you deal with should treat you with respect and honesty.

But there are exceptions to every rule. So we have included some helpful questions that you should ask yourself when deciding where to buy your next vehicle:

- Was the salesperson responsive to my questions?
- Was I treated with respect?
- Did I get all of the information I needed?
- Did I get honest answers?
- Was it easy to arrange a test-drive?
- Were any high-pressure tactics used during my first encounter?
- Was I invited back for more test-drives?

If you answered "yes" to more than a few of those questions about a dealership, there's a good chance you might want to do business there. If you answered "no" often, you should think about going elsewhere to buy your car.

PHOTO: TRACEY KROLL

Test-Drive Checklist

There's no way you can remember each aspect of every vehicle you try. So copy this handy sheet and bring it along with you to make it easy to narrow down your choices.

Walk-Around Checklist	Good	Average	Poor	Comments
EXTERIOR				
Styling				
Body panel fit & finish				
INTERIOR				
Driving position				
Ergonomics				
Quality of plastics, leather, upholstery				
Ease of entry/exit, front & rear				
Head room, front & rear				
Leg room, front & rear				
Seat comfort, front & rear				
Instruments & controls, layout & usefulness				
Storage space inside				
Cargo space				
Comfort & convenience features				
Audio system controls				
Road-Test Checklist	**Good**	**Average**	**Poor**	**Comments**
Acceleration/ passing/hill climbing				
Handling/cornering/braking				
Transmission				
Ride comfort/ suspension				
Driving position				
Noise from engine, wind, tires				
Rattles and squeaks				
Visibility: front, side, rear, mirrors				
Active safety system availability				
OVERALL EVALUATION				

PHOTO: TOMENG/GETTY IMAGES

AVERAGE NEW-CAR LOAN AMOUNT
(Experian Automotive)

Ins & Outs of **Auto Financing**

Navigating the world of automobile financing can be tricky. From credit scores and ratings to banks and credit unions, we help you make sense of it all.

With the price of a new car now averaging more than $34,000, few of us can afford to simply write a check to cover the purchase. That's why the vast majority of new-car buyers—some 64 percent—take out a loan to finance all or part of it. Scary finance fact #1: The average new-car loan is for more than $30,000, the highest it's ever been.

▶ AT THE SAME TIME, this is a good opportunity to shop around for money. Interest rates are far lower than they were 10 years ago, and lenders have loosened up their credit requirements a lot in the past two or three years.

In this chapter we provide insights and strategies for getting the most for your money. We'll tell you how to estimate what you can afford, how and where to shop for the most favorable loan rates, and what you need to know about your credit score.

How Much Can You Afford?

If you don't have a clear picture of how much you can actually afford, it's all too easy to bite off more than you can chew getting behind the wheel of a new car. Many people fall in love with a dream car and enter a state of denial when it comes to the math. Or they let themselves be lulled by a friendly salesperson into buying more options than they need or extra-cost items they can do without, like an extended warranty service contract.

Each time you apply for new credit, it lowers your score for a period of time. So keep applications to a short window.

Affordability, of course, means different things to different people, and usually hinges on both household income and existing obligations.

What's your budget? Take an honest look at your current finances. The fancy word for this is doing a "cash-flow analysis," but it's really just a monthly budget. See how much you currently spend on essentials like mortgage or rent, utilities, food, and clothing. Add other monthly payments, such as student loans, homeowners insurance, cell phone, internet, and cable TV. Don't forget to include local taxes, if any, not deducted from your paycheck. It's important to leave yourself a decent cushion for entertainment, vacations, emergencies, and retirement savings.

Now look over your bank and credit card statements for the last two years. This should give you a solid idea of where all the money goes. You may find places where you can cut back, or you may already be running pretty lean.

Years ago there was a common rule of thumb called the 20/4/10 rule that was used to estimate auto-ownership affordability. That means making a 20 percent down payment, taking out a four-year loan, and devoting no more than 10 percent of your gross income each year to the loan, including car insurance.

In current times that rule of thumb just doesn't work for people. New-car prices are too high for a three- or four-year loan, and incomes are stretched too thin. As a result, car buyers are taking out longer and longer loans to keep the monthly payment bearable. The average term is now 68 months (five and a half years), according to Experian Automotive, the market-analysis arm of the Experian credit-reporting agency. Scary finance fact #2: 28 percent of all new loans run from about six to seven years.

Just because a lot of people are doing it, super-long loans are not a great idea. For one thing, unless you can come up with a really large down payment, for many years you will owe more than the car is worth. Lenders call the period where you owe more than the car's value "being under water."

If you have to sell the car or if it gets totaled before you reach the break-even point, you'll wind up making continuing payments on a car you no longer own. The extra years of payments also mean extra years of interest, and that can really add up.

Many people trade in a car they still owe money on. A dealer who arranges financing then rolls whatever is due on the old loan into the new loan. This may look like an attractive proposition if you are in a situation where you can't pay off your old car before selling it.

But beware. In essence you'll be paying off the balance due on the old car for the entire term of the new loan. And that balance-due will be affected by whatever the dealer offers as a trade-in allowance. If the dealer gives you a lowball trade-in allowance, you could be upside down for a long time.

Price your new insurance. Your cash-flow analysis will tell you how much you have left over to devote to car ownership each month. Your monthly loan payment has to be considerably less than that to cover costs such as fuel, maintenance, and insurance.

Once you have a candidate car in mind and know its approximate price, call your insurance agent to ask what it would cost to add it to your policy.

If you've been driving an old car up to now, you might be surprised at how much your rates may rise. Obviously it costs more to insure a car valued

PHOTO: BERNARDASV/GETTY IMAGES

at $30,000 than one valued, say, at $10,000. You might have dropped collision coverage on your old car to save money. But not only will you want that coverage on the new one, it is also required by the financing company if you have a loan or a lease on the vehicle.

Your monthly payment. As far as car selection is concerned, the point of the budgeting exercise is to determine the highest monthly payment you are comfortable with. That is information you keep to yourself when negotiating with a car salesman, however.

Why keep that information close to the vest? Because the moment a smooth-talking car salesman discovers the highest monthly payment you can bear is the moment he can structure a deal that will use every bit of it, and possibly put you into the most expensive car he can. The easiest way for him to do that is to stretch out the loan. That also gives a dealer who arranges financing the ability to build in a higher than necessary interest rate without you realizing it.

Actually, though, making a sober assessment of what you can comfortably afford might tell you that you shouldn't buy the car you had your heart set on right now. Then you might either consider a cheaper car or a comparable used car, or postpone the purchase until you can save up a larger down payment. Another option is leasing, which we discuss in Chapter 5, on page 44.

Test-driving monthly payments. How much car will a given monthly payment buy? Numerous online loan calculators can help you do the math. One that's especially easy to use is the "affordability calculator" at Cars.com, but there are many others. Among other things, they let you plug in a monthly payment of your choice, along with other assumptions, and see the total price of the car that payment will finance.

PHOTO: COLIN ANDERSON/GETTY IMAGES

How Much Car for a Monthly Payment?

WHEN BUYING A CAR, the dealer will often try to get you to fixate on how much you can afford in monthly payments. They'll then structure the deal to give you the most car for the lowest monthly payment. Sounds great, right? It isn't.

Sure, the longer the loan, the less you'll pay each month. But you'll actually end up paying more for the car in the long run, because you'll be paying more in interest payments.

This table calculates how much you will have to pay each month for a vehicle, assuming an annual percentage rate of 3.5 percent.

Buyers paying off their vehicle in four years pay 6.8 percent of payments in interest. Those taking five years have 8.4 percent of their payments going to interest. And those taking six years have a whopping 10 percent of payments going to interest.

Auto Loan Amount	48 Months	60 Months	72 Months
$15,000	$335	$273	$231
$25,000	$558	$455	$385
$35,000	$782	$637	$540
$45,000	$1,006	$819	$694

Understanding Your Credit Score

Before applying for a loan, it's wise to check your credit standing. That will give you a pretty good indication of where you stand in the eyes of potential lenders. Many people assume that few car-shoppers have good enough credit to qualify for the cheapest, lowest-interest auto loans, but that's not so. According to Experian, one of the big-three credit bureaus, about two-thirds of all new-car auto loans last year were granted to people with "Prime" or better credit standing, and 44 percent of borrowers were in the highest category, called "Super prime" in Experian's parlance.

You can obtain your credit information from any or all of the three big credit-reporting agencies, also called credit bureaus, which monitor consumers' credit information. In addition to Experian, the others are Equifax and TransUnion. They all track your past and present borrowing behavior and generate a three-digit

score that supposedly summarizes your creditworthiness.

By law, you're entitled to one free report from each of the three major credit bureaus every 12 months. To order your reports, go to annualcreditreport.com.

There are plenty of promotions on the internet these days that offer to give you your credit score free of charge. They come from banks, credit unions, and credit card issuers, including big names such as Bank of America, Chase, Citi, and Discover.

Discover Financial Services recently started offering free FICO scores through its "Credit Scorecard" program, even to people who aren't customers. (You'll need to hand over some personal data, including your Social Security number.)

When you get your reports, scrutinize them for errors, because you can challenge any mistakes you find. And it's smart to correct any misinformation that could be depressing your score.

Though the reports may be free once a year, the scores often are not. You'll wind up paying about $7 for each from the credit bureaus themselves and about $20 each from other services.

In addition to loan and credit card payment history, the credit bureaus track your total available credit, current debt, and how much of your available credit you are using, among many other factors. You may also find negative information: late payments, missed payments, judgments, write-offs, and bankruptcies.

Your scores will almost certainly differ from one agency to another. Each may gather information from a slightly different list of creditors that report your payment activity to them, and they each use different algorithms to turn your credit activity into a score.

Many Scores, Little Control

Credit scores are often generically called FICO scores. That's because a firm called Fair Isaac Company developed the most widely used scoring algorithms, software it sells to the credit-reporting agencies and lenders.

Improving Your Credit Score

Here are some tips for keeping your credit record healthy:

> Sign up for automatic payments from your checking account so that at least the minimum payment is made each month.

> Don't max out on credit cards. Try to keep your balance no higher than 20 percent of the card's limit.

> Don't close credit-card accounts you aren't using. Unused credit is good for your long-term record.

> Get your credit reports and challenge any misinformation you find.

> If you want auto-loan providers to see you in the best light, never miss a car payment.

CREDIT-REPORTING AGENCY WEBSITES

EXPERIAN
experian.com

TRANSUNION
transunion.com

EQUIFAX CREDIT INFORMATION SERVICES
equifax.com

Fair Isaac refines its FICO software much as Microsoft trots out successive generations of Windows, Office, and Word. Those algorithms are also tweaked for different lenders for different purposes.

That means that there are many versions of FICO score in circulation, used by mortgage companies, credit card issuers, auto lenders, and others. Depending on who is pulling a score on you, your credit history may generate more than 60 different scores. You should realize, too, that your credit score fluctuates throughout the year as your various loan balances change or you apply for new credit, or close existing accounts. Those are two good reasons not to obsess on the scoring number and on modest differences you may see between the different scores.

When you buy or obtain your free-once-a-year scores from the credit-reporting agencies, what you get is a branded score called a PLUS score, which is a FICO score with some finishing touches incorporated by the agencies. For several reasons they differ from one agency to another. Credit bureaus may not all gather the same information on you. And you may see scores that use different scales: 300 to 900, 300 to 850, or something similar.

What they are not is the exact score that any given lender may be using to judge your loan application. Lenders buy scoring software from FICO and other providers. The lenders have no obligation to show you the score they are using to judge your creditworthiness.

Scoring tiers. Lenders usually divide credit scores into tiers, or categories. It might be a simple five-step scheme such as Excellent, Good, Fair, Poor, and Bad. In recent analyses of consumer credit behavior, Experian has been using these tiers: Super prime (740+), Prime (680-739), Nonprime (620-679), Subprime (550-619), and Deep Subprime (under 550). The average score of all borrowers in mid-2014 was 681, which is pretty darn good.

Different providers may put the cut points between categories at different places. For instance, a score of 680 might be considered prime in one system and nonprime in another.

Lenders, however, can put the cut points wherever they want, according to their own business needs. For auto lenders such as the car companies' financing arms, the amount of your down payment can dramatically change the tier they put you in.

The tier you land in can make a huge difference in the annual percentage rate you'll pay. Last year, people in the highest tier were paying less than 3 percent on new-car loans. Conversely,

subprime borrowers were paying, on average, more than 13 percent.

However, the score you obtain with your credit reports is only a rough guide to how creditworthy a lender will judge you. Lenders make decisions on whether to approve a loan, how much to lend you, and at what interest rate they quote based solely on their needs, not yours. And they may consider all sorts of factors, such as your income and work history, that credit bureaus don't even track.

You could have perfectly good credit and some bank might turn you down if it doesn't need borrowers with your score right now. But you could have lousy credit and still get a loan if the lender wants to make more subprime loans.

What many people don't realize is that getting turned down for a loan doesn't hurt your credit score. The credit-reporting agencies only track the applications you make, not the results.

Lenders' "secret" scores. When lenders make various kinds of loans, such as auto loans or home mortgages, they often use scoring models adapted for the purpose, which produce different scores from those you obtain for yourself from the credit bureaus. In the auto loan area there are, for instance, scoring models called "auto enhanced" or "auto industry" variants. They're based on formulas that give more weight to your past behavior specifically with auto finance.

If you've made late payments or defaulted on a car loan, it will ding your "auto" score more than otherwise. Similarly, if you've been really good with auto payments, your score could be higher than the one used by a credit card issuer. An auto lender might not care, for instance, that you're chronically late with your Visa bill as long as you pay your car loan on time every time.

What is vexing to many consumers, however, is that they have no legal right to see that "auto-adjusted" loan score. That puts consumers at somewhat of a disadvantage. If the auto score is wildly different from a regular FICO score, consumers can't learn why or do anything about it.

However, if you've had a positive auto-loan history, it's safe to assume that your auto-loan score will reflect it. The reverse is also true. If you discover that your credit-bureau report shows negative information about your prior auto-loan performance that isn't true, you should contest that information, both with the credit bureau and with whatever creditor is bad-mouthing you.

Some experts have argued, with some justification, that it's pointless to get your scores from the credit agencies because lenders don't have to use them to make a loan. They'll either lend you money or they won't.

But we think that getting your easily available credit reports and scores is still useful. It will tell you where you fall generally on the credit spectrum, and may prod you to fix any errors you find. If the information is accurate, most of the time the credit-bureau scores run fairly parallel with lenders' secret scores.

Where to Shop for a Loan

The auto-finance business is enormous, with hundreds of institutions making hundreds of billions of dollars' worth of car loans every year. The largest lenders are national banks, such as Bank of America, Capital One, and Chase. Other big players are the "captive" finance companies belonging to automakers, such as Ford Motor Credit, Honda Finance, and Toyota Financial Services.

Some of the best deals come from those captives, especially when the automaker itself is subsidizing the loans. Other lenders include credit unions, local banks, and finance companies. Consumer finance companies are not banks—they don't take deposits—and many of them specialize in making high-interest-rate subprime loans. They include Westlake Financial, Credit Acceptance Corp, and Santander, an international bank that has a large consumer-finance division in the U.S.

Here's a rundown on various types of lending institutions:

Banks generally have very specific, conservative loan policies, and some of them may cater only to those with better credit standing. As such, those are in a position to offer some very competitive loan rates. Bank offerings vary tremendously, though, and some banks are more interested than others in making loans to people with marginal credit.

Because you probably have a relationship with at least one bank already, a

PHOTO: LDF/GETTY IMAGES

local branch might be a good place to start. Most banks have websites where you can check their current loan rates, but if you decide to apply for a loan, you should stop by a branch office and deal with a real person. It's a good way to control where your personal information goes, and by avoiding mistakes or misunderstandings, you might walk out the door with a pretty good offer.

Credit unions operate a bit like banks, but they are usually nonprofits owned by their depositors, with lower operating costs than banks. That lets them lend money at lower rates than banks charge. Many credit unions lend money only to their members. However, some make loans to people who don't have deposit accounts with them. The website Credit.com maintains links to several big credit unions that make loans to the general public.

Online lenders can be competitive and also very convenient to use. Sites like BlueHarbor, E-Loan, and LendingTree farm out your request to numerous lenders, netting you several offers. Individual lenders like Capital One also have online loan operations.

Online financing has a downside, however. It may be difficult to control where the information you provide about yourself goes, and you may be bombarded with email and phone calls from lenders you never heard of or contacted in the first place.

If you do make an online application, be sure to check for any up-front fees. Also back away from a loan with prepayment penalties that would make it hard to refinance if you want to in the future. And be sure to check each website's privacy policy before providing personal information. As a precaution if you're not familiar with the lender, check out its site with the Better Business Bureau (bbb.org).

Dealerships arrange loans from automakers but also work with banks and other independent sources. One benefit to arranging financing through a dealer is convenience. But often the rates they quote include a markup for the dealership itself, which can make these loans expensive. Armed with offers from some of the other sources we've mentioned, you may be able to negotiate the dealer's initial quote down to something attractive. But you must do your homework first.

Getting Pre-Approved

There are many advantages to shopping around for loans and lining up financing before striking a deal on a car.

The first is that loan shopping gives you the chance to compare the various interest rates on offer. Those interest rates can vary a lot from one lender to another, regardless of your credit standing. All of the loans granted by Bank A may be more expensive than the loans granted by Bank B. The wider you can cast your net, the better chance you have of landing a bargain.

Second, getting pre-approved buys peace of mind. You may or may not have found the best deal possible, but at least you know you will have enough money to cover the purchase, and you know the interest rate and term, in years and months, of the loan.

To get pre-approved, you first need a pretty good idea of what your new car will cost, including taxes and fees. Deduct the down payment to see how much you'll actually need to borrow. Once you get approved for some amount, say $25,000, then the lender gives you a blank check good for any amount up to that limit. If it turns out that you find a better deal elsewhere, such as through the dealer, then you return the check, literally or figuratively. There may be fees involved, though, so read the fine print first.

Scary finance fact #3: Each time you apply for new credit, it lowers your score a little, for a limited period of time. But credit bureaus treat a cluster of loan applications occurring in a short period as a single application rather than several, and the negative affect is minor and short-lived. So keep all of your applications confined to a short time period, about two weeks or less.

Auto Financing Alternatives

Financing through a bank or the dealer is the way most people pay for new cars, but it's not the only way. Some folks have access to the "Bank of Mom and Dad," a hallowed institution that often hands out interest-free loans with generous loan forgiveness. If that's not on the table, conventional borrowing may be the most advantageous in the long run. Here we examine some other ways to pay for a car:

Paying cash. It's long been an article of faith that paying cash is the cheapest way to finance a car. Write a check once, and you do away with the burden of monthly payments forever. The only downside of pulling money out of your personal till is that you'll be giving up the interest or dividends on the money you part with.

In the current low-interest-rate borrowing environment, it could be a game-changer. For people with good credit, borrowed money is cheap right now. They can get bank loans for less than 3 percent, and car-company subsidized loans are sometimes 0 percent. If you're contemplating taking money out of an investment that pays you a reliable 5 percent, say, then you're better off borrowing the cheap money.

As always, weigh the total cost of the loan–all of the payments, including taxes and fees–vs. what your capital would be worth if you left it alone. In the case of a subsidized low-interest loan, you'll want to be careful that the cheap financing doesn't mean you can't bargain the price down from the sticker price in order to qualify. In the end you may find that you're better off with the rebate and hard bargaining than you are with the "free" financing.

You may also find that the opportunity cost is minimal compared with the aggravation of monthly payments.

Home equity. Mortgage lenders have been willing to make additional loans secured by the equity in your home,

What Top-Scoring Models Can Cost Each Month

THERE IS A BIG difference between the price on the window sticker and what you'll actually pay for a new vehicle. To highlight this, we took a look at the difference between the manufacturer's suggested retail price (MSRP) for four top-scoring models and the average price people really paid. The price paid includes typical national rebates and incentives, and the monthly payment range assumes a 72-month loan, a $2,000 down payment for a borrower with a "prime" credit score, and local sales tax.

Kia Optima EX — **85** OVERALL SCORE

MSRP $25,990

Avg. transaction price $21,000

Monthly payment range $295-$335

Subaru Forester 2.5i Premium — **83** OVERALL SCORE

MSRP $28,785

Avg. transaction price $27,200

Monthly payment range $360-$415

Chevrolet Traverse 1LT — **76** OVERALL SCORE

MSRP $37,215

Avg. transaction price $33,200

Monthly payment range $445-$500

Toyota Tundra 4x4 SR5 CrewMax — **80** OVERALL SCORE

MSRP $42,964

Avg. transaction price $38,700

Monthly payment range $510-$575

either as a single sum, a home equity loan, or a home equity line of credit (HELOC), essentially an open-ended line of credit that you can draw on when you want to, like a credit card.

The benefits of using the equity in your home as collateral for some other type of spending have been the possibility of lower interest rates and the reality that the interest portion may be tax-deductible. The tax benefit only counts if you itemize deductions. And for what it's worth, the deduction is capped at $100,000.

However, there are downsides. HELOCs are unpredictable because they may have variable rates that can leave you paying more than you anticipated. But the biggest danger with either option is the risk to your home. With a conventional auto loan, the vehicle itself is the collateral. But with either a home equity loan or HELOC, the collateral is your home. If something happens and you can't make the payments, your home could be in jeopardy. That's a big risk to take for an auto loan.

In addition, you may find that you don't qualify or that the hurdles are higher than you'd think. Lending standards are a little looser now, but lenders may still be pickier about who can get a loan than they used to be.

401(k) loans. It's possible to borrow money from your 401(k), but check with your plan administrator to see whether using the money for a non-essential like a new car is allowed.

There are significant negatives to this. The first is opportunity cost–the lost earnings on the capital you withdraw. The repayment, generally limited to five years or less, comes straight out of your paycheck, which may tempt you to reduce your regular 401(k) contribution. That's another long-term opportunity cost. If you lose your job or change plans, you may have to repay the balance in full within 60 days.

Then, if you don't repay the loan at all, you face taxes and early withdrawal penalties. That could put a big dent in your nest egg by the time you retire.

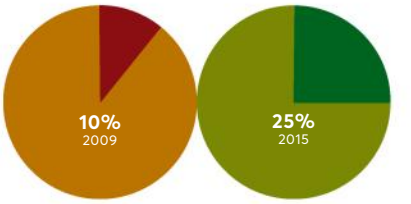
To weigh the benefits and consequences for yourself, use the Bankrate.com calculator called "Should I borrow from my 401(k) plan?" Using common assumptions, lending yourself money to help buy a car when you're 35 may not hurt very much. But withdrawing money and not paying it back could put a huge dent in your future nest egg.

Credit cards. You also can purchase a car, at least in part, by using a credit card draft or cash advance, which works like a personal check. You may have received a draft offer from your credit card company in the mail, with a letter encouraging you to pay off other credit balances or make some other large purchase with them.

With low introductory rates and cash-advance fee waivers, it may be tempting to use one to buy a car or to at least come up with a down payment. It's not a good idea. Like a HELOC, this is a revolving line of credit that gives you flexibility in your monthly payments. But card interest rates can climb dramatically once the attractive introductory rate expires. Read the fine print. The introductory interest rate on your outstanding balance could suddenly pop up a lot. If you're a day late on a single payment, it could rise higher still. A loan like that is possibly the worst way to finance a car.

PHOTO: WESTEND61/GETTY IMAGES

PERCENTAGE OF PEOPLE LEASING



The New Face of **Leasing**

Once the realm of luxury-car owners and businesspeople who could deduct their payments from their income taxes, leasing has become mainstream. But is it right for you?

The choice between buying and leasing has often been a tough call. On one hand, buying involves higher monthly costs, but you own something in the end. On the other, a lease has lower monthly payments, but you get into a cycle where you never stop paying for a vehicle. But now, more people are choosing a lease over a loan than were just a few years ago. And it looks like the boom in leasing isn't stopping anytime soon.

IN THIS CHAPTER we'll take a hard look at the benefits—and pitfalls—of leasing, and explain the mechanics of how a lease deal works. We'll also give a rundown on common car-lease terminology and offer tips on how to lock in a great deal.

The Changing Landscape

A number of converging trends have changed the leasing landscape for the average consumer. For decades now, a large proportion of luxury cars have been leased. But that has changed, with more compact cars, mainstream sedans, and small SUVs entering the new-car lease market as well. Attractive finance rates have made some leases pretty good deals.

Automakers benefit by leasing a big portion of a car's production. Leases help keep used-car supplies steady, which in turn boosts resale values. A high resale value means a vehicle is slower to depreciate, which translates into cheaper leases for that model. That benefits consumers.

Furthermore, when customers return their car at lease-end, it gets those customers into the dealership in person. This is where the dealer has the chance to move them into a new car, which an off-lease customer needs pronto.

The low interest rates that have prevailed elsewhere for the past few years have also carried over into lease contracts, which also helps moderate their cost. Interest rates are a critical part of the economics of leasing, because at the end of the day a lease is just another way to finance a car.

Another tactic for boosting a car's resale value is reflected in the low mileage allowance in some new leases: 10,000 miles per year instead of the customary 12,000 to 15,000 miles. That may be fine for people who don't drive much, but the average driver will exceed that figure each year.

We also see a growing number of leases with terms of less than 36 months, which is a mixed blessing. Sure, it looks good to someone who doesn't want to be locked into a long contract. But a car's first two years usually make up the steepest part of the depreciation curve, making for an expensive lease period.

However, as discussed in Chapter 4, it's becoming common in the car-loan market for people to stretch out the loan for seven or eight years, simply to keep the monthly payment under control. Some of those people may be better off leasing.

Pros and Cons

Buying a vehicle with a conventional car loan is pretty straightforward. You borrow money from a lending institution and make monthly payments for some number of years. A chunk of each payment is interest, and the rest is principal. As you repay the principal, you build equity until—by the end of the loan—the car is all yours. You can keep it as long as you like and modify it however you choose. The only penalty for modification or abuse could be a lower resale value down the road.

THE UPSIDE

On the surface, leasing can be more appealing than buying. Monthly payments are usually lower because you're not paying back any principal. Instead, you're just borrowing and repaying the amount that the car depreciates in the time you have it, plus finance charges. Here are the major advantages of leasing:

- You drive the car during its most trouble-free years.
- You're always driving a late-model vehicle, and one that's usually covered by the manufacturer's warranty. There might even be free oil changes and other maintenance.
- You can drive a higher-priced, better-equipped vehicle than you might otherwise be able to afford.
- You don't have to worry about fluctuations in the car's trade-in value or go through the hassle of selling it when it's time to move on.
- There could be significant tax advantages for business owners.
- At the end you just drop off the car at the dealer.

THE DOWNSIDE

As attractive as a lease may appear, there are a number of disadvantages:

- In the end, leasing usually costs you more than an equivalent loan, if only because you are always driving a rapidly depreciating asset.
- If you lease one car after another, monthly payments go on forever. In contrast, the longer you keep a vehicle after a loan is paid off, the more value you get out of it. Over the long term, the cheapest way to drive is to buy a car

PHOTO: SHUTTERSTOCK

How Loans and Leases Differ

Below are some of the major differences between buying and leasing. To calculate the financial difference between a loan and lease deal, use the calculators in the Cars area of ConsumerReports.org.

	Buying	Leasing
Ownership	You own the vehicle and get to keep it as long as you want it.	You don't own the vehicle. You get to use it but must return it at the end of the lease unless you decide to buy it.
Up-front costs	They include the cash price or a down payment, taxes, registration, and other fees.	They can include the first month's payment, a refundable security deposit, an acquisition fee, a down payment, taxes, registration, and other fees.
Monthly payments	Loan payments are usually higher than lease payments because you're paying off the entire purchase price of the vehicle, plus interest and other finance charges, taxes, and fees.	Lease payments are almost always lower than loan payments because you're paying only for the vehicle's depreciation during the lease term, plus interest charges (called rent charges), taxes, and fees.
Early termination	You can sell or trade in your vehicle at any time. If necessary, money from the sale can be used to pay off any loan balance.	If you end the lease early, charges can be as costly as sticking with the contract. On occasion a dealer may buy the car from the leasing company as a trade-in, letting you off the hook.
Vehicle return	You'll have to deal with selling or trading in your car when you decide you want a different one.	You return the vehicle at lease-end, pay any end-of-lease costs, and walk away.
Future value	The vehicle will depreciate, but its cash value is yours to use as you like.	On the plus side, its future value doesn't affect you financially. On the negative side, you don't have any equity in the vehicle.
Mileage	You're free to drive as many miles as you want. But keep in mind that higher mileage lowers the vehicle's trade-in or resale value.	Most leases limit the number of miles you may drive, often 12,000 to 15,000 per year. (You can negotiate a higher mileage limit.) You'll have to pay charges for exceeding your limits.
Excessive wear and tear	You don't have to worry about wear and tear, but it could lower the vehicle's trade-in or resale value.	Most leases hold you responsible. You'll have to pay extra charges for exceeding what is considered normal wear and tear.
End of term	At the end of the loan term, you have no further payments and you have built equity to help pay for your next vehicle.	At the end of the lease (usually two to three years), you can finance the purchase of the car, or lease or buy another.
Customizing	The vehicle is yours to modify or customize as you like, although doing so may void your warranty.	Because you must return the vehicle in saleable condition, any modifications or custom parts you add have to be removed. If there is any residual damage, you'll have to pay to have it fixed or you'll need to file an insurance claim and pay a deductible.

PHOTO: SELENSERGEN/ISTOCK

and keep it until the wheels fall off.

› Lease contracts specify a limited number of miles. If you go over that limit, you'll have to pay an excess mileage penalty. That can range from 10 cents to as much as 50 cents for every additional mile. Unfortunately, you don't get a credit for unused miles.

› If you don't maintain the vehicle in good condition, you'll have to pay excess wear-and-tear charges when you turn it in. So if your kids are apt to go wild with the magic markers or you are a magnet for parking lot dents and dings, be prepared to pay extra.

› If you need to get out of a lease before it expires, you may be stuck with thousands of dollars in early termination fees and penalties—all due at once. Those charges could equal the amount of the lease for its entire term.

› With a few exceptions, such as professional window tinting, you need to bring back the car in "as it left the showroom" condition, minus usual wear and tear, and configured like it was when you leased it.

It's important to consider these pros and cons carefully. If you want to compare a lease deal with a loan to see which costs more, use our comparison (see below) or an online car-lease calculator.

If a lease's limitations put you off, consider buying a less expensive new car or a well-maintained used car such as a "Certified Pre Owned" vehicle from a franchised dealer, or getting a longer loan term.

Last, whether you get your new car with cash, a loan, or a lease, you can save by choosing one that holds its value well, stays reliable, and gets good fuel economy. Our vehicle ratings, starting on page 78, can point you in the right direction.

Understanding Leasing

To decide whether or not to lease your next car, it's important to understand the financial components. Lease contracts can look very complicated, thanks to their use of bizarre terminology and a host of fees that you may or may not have to pay. It's easy to get confused and pay too much if you don't understand how the various moving parts fit together.

Though you have possession of the car during a lease, it actually belongs to a financial institution, which might be a bank, an automaker's finance arm, or another type of finance company. Once you negotiate a price with the car dealer, the leasing company then buys it from the dealer for that agreed-upon price and leases it to you.

There are five essential elements to a lease contract:

1. Capitalized cost is the agreed-upon price for the car. After deducting for any down payment and/or trade-in (capitalized cost reduction), what's left is the leasing company's actual investment in the car.

2. Residual value is the official estimate of what the car will be worth at the end of a lease term. It's calculated as a percentage of the car's original MSRP, then converted to a dollar figure.

3. The "money factor," also called the "lease rate," "lease factor," or just "factor," is essentially the same as the annual percentage rate (APR) in a

COMPARE

Lease vs. Loan

This example compares the costs of financing a car with a six-year loan vs. a three-year lease. Then leasing a hypothetically identical car for another three years. "Owning" after three years assumes paying off the loan or taking the buyout offer with the expiring lease. Based on a $23,990 2016 Honda Accord LX. Numbers are rounded.

	6-Year Loan	3-Year Lease(s)
Monthly payment	$357	$211
Down payment	$2,000	
Cash due at signing		$2,000
Interest rate	2.9%	1.7% (Factor .00069)
Total paid after 3 years	$14,852	$9,596
Residual value after 3 years		$13,434
Total paid after 6 years	$27,704	$19,192 (two leases back to back)
Resale value at age 6	$6,500 to $9,000	You don't have a car to sell/trade in

PHOTO: WESTEND61/GETTY IMAGES

conventional loan but is expressed as a small decimal fraction.

4. The term or length of a lease is usually stated in months. A 36-month lease is typical.

5. The mileage allowance is how many miles the lease allows you to travel without penalty. It is usually specified as miles per year, which is typically 12,000 to 15,000 miles. You can always purchase additional miles during your lease and add them to your payment. But if you sign a contract for high miles and don't use them, you can't get a refund.

Why are monthly lease payments lower than equivalent loan payments? In part because with a lease you're not paying back any principal. On the surface, you're paying only for depreciation and interest on that depreciation. In practice, though, you are also paying interest on the residual value.

Why do you have to pay interest on the part of the car that goes back to the leasing company? Because the car is an asset that belongs to the leasing company. You're driving around that asset for the term of the lease, and the owner charges you interest on its value. As a result, finance charges are higher than you might think.

That is also why you pay extra to extend the mileage limits on a lease. More miles means more depreciation, and the lease company will want to recover that added depreciation up front or month by month or at lease-end.

However, the low interest-rate environment and many automakers' subsidized lease deals can switch the arithmetic in favor of leasing.

Plus, the additional cost could be partly offset by the sales tax break that lessees get in most states. But even then, lessees often have to contend with various fees and other extra costs, including lease initiation and disposal fees, which can add hundreds more to the total cost.

All of these additional costs add up if you keep leasing each time your old lease runs out, although some fees and costs may be waived through lease-loyalty programs.

Tips for a Smart Lease

1 Negotiate the vehicle's purchase price as if you were going to buy the car. Only after you have established a firm price should you discuss a lease deal. And make sure that's the figure used for the lease's gross capitalized cost.

2 The mileage limit, down payment, and purchase-option price can also be negotiated. The more you put down, the less your finance charges will be.

3 Research the money factor in other leases and negotiate it.

4 Unless it's included with the lease, buy GAP insurance to protect yourself in case the vehicle is stolen or totaled in an accident.

5 To keep your monthly payments as low as possible, look for cars that don't depreciate faster than average. Consumer Reports' owner-cost ratings are included in the vehicle profiles that begin on page 96.

6 Avoid leases that extend beyond the car's factory warranty.

7 Note any end-of-lease procedures and fees.

8 Buy extra miles up front if you expect to run over the standard allotment, but don't buy more than you are likely to use.

9 Make sure your trade-in is deducted from the leased car's capitalized cost. (See Chapter 6 for advice on how to get the most value for your trade-in.)

10 If you're considering buying after the lease ends, make sure the vehicle is worth at least as much as its buyout price. If not, try bargaining it down or walk away.

Does It Make Sense to Lease?

It's very difficult to make a fair head-to-head comparison between, say, a six-year loan and the standard three-year lease. At the point the lease ends, the bank borrower still has three years of payments to go, but the lessee has to look for another car—or perhaps take the lease's buyout offer.

An automaker may also kick in extra rebates on a lease deal, ones not available to a loan customer. In addition, the "money factor" (interest rate) on a lease may be different from the interest rate offered on a loan, making an apples-to-apples comparison almost impossible.

Opting for a longer-term loan of six to eight years may bring monthly payments close to that of a lease, but not invariably.

Longer loans make it easier to get "upside down," where you owe more than the vehicle is worth—and stay upside down for a long time. If you need to get rid of the car early on or if it's destroyed or stolen, the trade-in, resale, or insurance value is likely to be less than you still owe.

Indeed, buying a car with a loan is not the way to go if you want to drive a new car every couple of years. Taking out long-term loans and trading in early will leave you having paid so much in finance charges compared with principal that you'd be better off leasing. If you can't pay off the difference on an upside-down loan, you can often roll the amount you still owe into the new loan. But then you end up financing both the new car and the remainder of your old car.

If your goal is to have both low monthly payments and drive a new vehicle every few years with little hassle, then leasing is probably worth the additional cost. Be sure, however, that you can live with all of the limitations on mileage, wear and tear, and the like.

Last, be sure you'll be able to afford the lease for its entire term, because the early termination penalties can be

costly. For more details, see our leasing tips on page 47.

Doing the Deal

Leases are usually through car dealerships. Like a loan, a lease can come from the automaker or a third-party lender. You also may be able to arrange a lease yourself through an independent bank or finance company. Just as with a loan, you can get prequalified for a lease, and it makes sense to do that, if only to form a basis for negotiation with the car dealer.

The cheapest deals you'll find are subsidized leases offered by the automakers' own finance arm—Ford Motor Credit, Ally (which handles financing for GM and Chrysler products), Honda Finance, and so on.

These automaker leases are sometimes subsidized, or "subvented." The automaker can take money off the top, with an extra rebate just for lease deals, or it can raise the residual, or both. Either way, that reduces the depreciation that the lease must finance. Occasionally a subvented lease can bring a below-market money factor, but that's uncommon. You can unearth these special lease deals by checking the automakers' and local dealers' websites.

Be aware, though, that a lot of these leases are cheap because the automaker is trying to clear the decks of slow-selling cars. So that sweetheart deal is probably not on a car you actually want. The special deals may be available only to customers with top credit scores. But with lending standards looser than they were a couple of years ago, don't assume you won't qualify.

Whether you're comparing leases or evaluating a single offer, pay particular attention to the lease interest rate, aka the "money factor." This is a small decimal fraction, often written out to five places, such as .00166.

To convert a money factor to its equivalent percentage rate, multiply it by 2,400. Thus, a money factor of .00166 multiplied by 2,400 is the same as a 4 percent annual percentage rate. To go the other way, divide by 2,400. An 8 percent APR would convert to a money factor of .00333.

Lease rates are often lower than an equivalent loan's interest rates. Among other things, lease contracts are less risky for a finance company. Because they legally own the car, it's easier to repossess it if push comes to shove.

If the lease rate you're being offered is more expensive than a loan rate you could get, try another leasing company or a different dealer. Keep in mind that lease rates, like those for loans, depend on your credit score. But different lenders have different standards.

You may be able to arrange a lease yourself or compare lease offers through online sources such as AutoleaseDirect.com, LeaseCompare.com, or Credit Union Leasing of America (cula.com).

On the surface, leasing is attractive because monthly payments are lower than financing.

READ LEASE ADS CAREFULLY

Many people assume that when they see a monthly payment printed in a leasing ad, the figure is etched in stone. But that monthly figure may be based on the manufacturer's suggested retail price, which can be negotiated downward just as if you were buying the vehicle. Here's what else to watch out for:

What equipment? Some of those ultra-cheap lease offers apply only to a handful of cars on hand, which may be strippers devoid of desirable features.

Act fast? A careful shopper needs time to visit dealers and weigh competing offers. But to qualify for the attractive terms in some ads, the customer has just one day to sign the lease and must take delivery of the vehicle within three days after that. Don't let yourself be rushed.

Minimal mileage allowances. Some lease ads base their offers on an allowance of 10,000 miles or less—pretty skimpy for most people. Of course, if you exceed that limit, you'll have to pay an extra charge for each additional mile.

Signing paperwork. Even before you sign your lease contract, you should be thinking about how you want to handle the end of your lease. The contract will spell out conditions you'll be expected to meet when it comes time to return the vehicle, so now is the time to decide whether you can live with those terms. Here's what to consider:

Early termination penalty. Usually, if you terminate the lease early, the penalty can pretty much equal the rest of the lease payments. So before you sign, make sure the payments will fit into your budget for the entire term.

CHOOSE THE RIGHT MILEAGE

As we've said, if you exceed the mileage limitation in the lease, you could end up paying as much as 50 cents for each additional mile you drive. If you

The Language of Leasing

Leasing has its own language. To successfully navigate the process, it helps to be familiar with the following business terms.

PHOTO: I LOVE IMAGES/GETTY IMAGES

Acquisition fee
Covers expenses such as obtaining a credit report and verifying insurance coverage.

Adjusted (or net) capitalized cost
The total amount upon which the lease payments are based, including the cost of the vehicle, minus any down payment, and any fees or other charges not paid up front.

Base monthly payment
The portion that covers depreciation, any amortized amounts, and finance charges. Monthly sales/use taxes and other fees are added to determine the monthly payment.

Capitalized cost reduction
The same as a down payment when buying a vehicle with a loan.

Closed-end lease
A typical lease, where the consumer does not owe a difference if the actual value of the car at the end of the agreement is less than the residual value that was set at the beginning.

Depreciation
This is charged to cover the vehicle's projected decline in value during the lease term. It's calculated as the difference between the net capitalized cost and the vehicle's residual value.

Disposition fee (disposal fee)
A fee charged to defray the cost of preparing and selling the vehicle at the end of the lease.

Early termination
Ending the lease before the scheduled termination date, whether voluntarily or involuntarily. In most cases, you must pay an early termination charge.

Excess mileage charge
A fee, usually 10 to 25 cents per mile, for mileage in excess of the maximum specified in the agreement.

Excessive wear-and-tear charge
Charged to cover wear and tear on a leased vehicle beyond what is considered normal. It usually covers both interior and exterior damage.

GAP (Guaranteed Auto Protection) coverage
This makes up the difference if your car is stolen or destroyed and you owe more money on the lease than your insurance company will reimburse. One type of coverage is a waiver by the lessor of the GAP amount if the vehicle is stolen or totaled. The other is a contract by a third party to cover the GAP amount.

Gross capitalized cost
The vehicle price on which the lease is based. Negotiate it. (See Chapter 5 for information on setting a target price.)

Lessee
The party to whom the vehicle is leased, i.e., you. The lessee is required to make payments and meet any other obligations in the agreement.

Lessor
A person or organization that leases, offers to lease, or arranges for the lease of a vehicle.

Mileage allowance (or limitation)
The fixed mileage limit for the lease term. This can be negotiated, but you may have to pay an excess mileage charge. You can pay for extra miles up front, but you won't get your money back if you don't use them.

Money factor (or lease factor)
A number, often given as a decimal, used by some lessors to determine the rent (interest) charge portion of your monthly payment.

Purchase option
Your right to buy the vehicle during or at the end of the lease, according to terms in the agreement.

Residual value
The vehicle's estimated projected value at the end of the lease. It's set at the beginning of the lease and used in calculating your base monthly payment. The residual value is deducted from the adjusted capitalized cost to determine the depreciation. The vehicle's actual value at the end of the term may be higher or lower.

Sales/use taxes
States differ in which amounts are taxed and when the taxes are assessed. In a lease, sales/use taxes may be assessed on (1) the base monthly payment, (2) any capitalized cost reduction, or (3) in a few states, the adjusted capitalized cost. In most states, the sales/use tax on the base monthly payment is paid monthly.

Security deposit
An amount that can be used by the lessor in case you default or at the end of the lease to offset any money you owe.

Subvention
This is a program or plan in which certain vehicles or items are subsidized by the manufacturer, such as for a slow-selling vehicle.

think you may need additional miles, you're better off purchasing them at a discount before you take possession of the vehicle.

Sometimes you can do that during the lease, but ask about it first. The savings can be significant, because most companies will let you boost your mileage limits for about 10 to 15 cents per mile. On the other hand, don't buy more miles than you're likely to use.

Last, keep in mind that the more miles you drive, the greater the potential for more wear and tear. You'll be charged for this at lease-end. So find out what the dealer considers "excessive" wear and tear before you sign the lease.

MAKE SURE IT'S A CLOSED-END LEASE

Most consumer leases are closed-end leases, meaning that you can walk away at the end without having to pay the finance company anything if the vehicle loses more than its projected depreciation and disposition fee.

EXAMINE THE PURCHASE OPTION

The standard lease-end purchase option lets you buy the vehicle for its stated residual value when the lease is over. Check whether there are any extra fees associated with doing that. If you like the vehicle and decide you do want to buy it, make sure that the stated value is a good price. Sometimes, the carmaker or leasing company offers a lower interest rate for the loan and/or cheaper warranty/maintenance program extension for lease-end buyers.

WHEN THE LEASE ENDS

If you let your guard down, a satisfactory leasing experience can quickly unravel—expensively—at lease-end. Because you're giving up your wheels, the dealer knows that you'll probably need to get in to another car. A dealer might try to strengthen his hand by telling you that you will be charged for excess wear and tear, then offer to forgive those charges if you agree to lease a new vehicle.

If you drove too many or too few miles, investigate whether it makes sense to buy the vehicle at the purchase-option price, then either keep the car or resell it. To decide, you need an accurate estimate of what the vehicle is now worth. (See Chapter 6, starting on page 54, to find out how to determine the value of a used car.)

If you drove too few miles and thus paid too much depreciation, buying the vehicle is a way of recovering that value.

If you drove too many miles, buying the vehicle may leave you better off than paying the over-mileage penalty. The same is true if you have excess wear and tear.

Last, if you had a subvented lease with an artificially high residual value, there's a good chance you'd be better off walking away. The purchase price may very well be higher than the vehicle's worth.

Here are some other ways to minimize expenses:

Turn it in clean. Before you bring the car back, make sure it looks as sharp as possible: cleaned and vacuumed.

Have an independent garage fix your vehicle, if necessary. You're under no obligation to have the dealer that originally leased you the car do end-of-lease repairs. At least one or two months before your lease expires, have the vehicle inspected. If repairs are needed, collect bids from mechanics or body shops you trust to determine the least expensive way to make them.

Buy your own tires. If you need to replace the tires, you can do it less expensively with a bit of shopping rather than just going through the dealer. Expect to pay for all four. Most leases specify that tires must match; mismatched tires are also a safety concern.

Be aware of "loyalty" leases. Dealers like nothing better than to persuade existing lease customers to simply roll into a new lease when their contract expires. But you owe it to yourself to shop as carefully for your new lease as you did for the original one. If you decide to lease anew from your original dealer, make sure that any forgiven end-of-lease charges aren't simply "wrapped" into the next lease you sign.

Get your security deposit back. Many leasing companies require customers to ante up the equivalent of one or two months' payment as a security deposit when the initial lease is signed. If you have a good credit history, ask the dealer to waive that fee. If you do have to pay it, though, don't forget to ask for your deposit back when you return the vehicle.

Early exit. If you must terminate early, one option is to work through a service such as LeaseTrader.com or Swapalease.com. For a fee, they will help find someone to take over your lease. Many lease companies charge a transfer fee or even prohibit lease transfer, so check first.

PHOTO: MASTERFILE RF

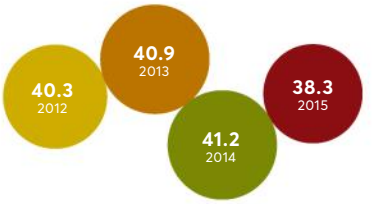
Documenting the Deal

PURCHASE AGREEMENT

Purchase price	**$**
Less: Trade-in allowance	**$**
Rebate or other cash incentive	**$**
Down payment (due on delivery)	**$**
Deposit	**$**
Equals: Amount to be financed by loan	**$**
Interest rate % (Enter annual percentage rate)	**$**
Loan term (in months)	
Compute: Monthly purchase payment	**$**
Total value of payments $ (over duration of the loan)	**TOTAL**
Odometer reading (at time of purchase)	
Delivery date (mm/dd/year)	**Vehicle** (Make, model, and trim line)
Signature, Dealership sales manager	
Vehicle Identification Number	
Your name	**Date**

PHOTO: DAVID P. HALL/GETTY IMAGES

USED-CAR REGISTRATIONS
(Millions of units)



Get Top Dollar for Your Old Car

It's easy to overlook the need to dispose of your current vehicle in the excitement of getting new wheels. But you'll probably want—or need—to get the most money possible for it.

In the process of buying a brand-new car, it's not that difficult to get a great deal but lose all of the savings—and more—on your old one. Typically, you'll get the most money by selling the car yourself. But trading it in to a dealership is such a low-hassle option that many people think it's worthwhile, even if they don't get a great deal.

▶ IN THIS CHAPTER we'll look at the advantages and disadvantages of both options. Whichever you choose, there are some important steps you should take to maximize your return on investment, including researching your car's true value and optimizing its appearance and general curb appeal.

What's Your Car Worth?

Whether you decide to sell or trade in your current vehicle, it's important to know its cash value. This depends on a number of factors, including the vehicle's age, mileage, condition, trim level, optional equipment, and even the region in which it's being sold. There are two prices to consider for any used car: retail and wholesale.

Retail price. This is the higher of the two prices. The retail value is what you would expect to pay for the car if you were buying it at a dealership, and it is likely the most you should expect to get if you sell it yourself. This is considerably higher than the price you'll probably receive for your trade-in, leaving room for profit when they resell it.

Wholesale price/trade-in value. This is the car's value to someone, like a dealer, who will resell it to someone else for a profit. The wholesale price is essentially the same as the trade-in value. It is much lower than the retail price.

If you decide to trade in your current car, you should expect to get something close to its wholesale value after taking all variables (options, mileage, condition, and so on) into consideration.

If you sell the vehicle yourself, you should be able to get a price that's more than wholesale but less than full retail.

RESEARCH YOUR CAR'S BOOK VALUE

The first thing you can do to get a handle on your current vehicle's realistic value is to check its "book" value in various printed and online used-car pricing services. The most well-known are Kelley Blue Book (kbb.com), Blackbook.com, and Nadaguides.com, from the National Automobile Dealers Association. Another is VMR Auto Guides (vmrintl.com).

These services give estimates of a used car's value, including wholesale, trade-in, private-party, and retail prices. Their price estimates can differ—sometimes by quite a lot—because they gather their market intelligence from different sources. Each claims to be authoritative in its own special way. Obtaining a price works fairly similarly with all of them. You enter your ZIP code, make/model/year, trim line, options, mileage, condition, and so forth.

Consumer Reports offers price guidance on the car-model pages. Along with the pricing, you get CR's exclusive reliability scores, road tests, and other useful information.

WHAT ARE OTHER SELLERS ASKING?

To get a better fix on your car's worth in your region, check out online used-car selling sites, such as AutoTrader.com and Cars.com; ads in local newspapers; and classified-ad publications. Sometimes it's difficult to sort out the private sellers from the dealer ads, but these are good places to start. Look for vehicles that are similar to yours in age, mileage, trim level, options, and condition. Keep in mind that the listed prices are the asking prices, not the final transaction price.

GET QUOTES FROM DEALERSHIPS

If you're trading in and want to find an easily obtainable rock-bottom price, make your car presentable (see "Maximizing Your Car's Curb Appeal," below) and take it to the used-car department of several local dealerships. Ask what they would give you in a straight-out sale.

That is what you can expect if you trade your car in. There's another advantage to having this information: If you're being lowballed on your trade-in, you can simply refuse the offer and take your vehicle to one of the places that gave you a better quote.

You can also sell your car directly to CarMax dealerships or even through online marketplaces such as Beepi.com or Vroom.com. The latter two allow you to submit photos through their websites and will provide an appraisal of how they value your car by email.

If you sell your car privately, your final price will probably be above what used-car departments offered but below the highest asking prices you found. Once you know the vehicle's true value, you can negotiate with confidence instead of unknowingly accepting less.

Where to Research Your Car's Value

In order to get the most money for your car, you have to start at a realistic price. In addition to pricing on the CR.org model pages, you can check out the approximate value of your car at the websites listed below.

WEBSITES TO CHECK OUT

KELLEY BLUE BOOK
kbb.com

NADA GUIDES
Nadaguides.com

AUTO TRADER
AutoTrader.com

BLACK BOOK
blackbook.com

Maximizing Your Car's Curb Appeal

Making your vehicle look as good as possible can pay dividends by improving its value and sales appeal. Depending on the vehicle's condition, you can do a lot or all of the work yourself. Or you can take it to a professional detailer, where prices can start around $100 but can be higher depending on the region, type of vehicle, and the amount of work to be done. You can sometimes find discount coupons for these services through a website such as Groupon.

As with other do-it-yourself projects, the more elbow grease you invest, the less you'll need to pay someone else to

do it. Here are some tips on how to get the best results. (Most of the specialty products mentioned can be found at auto-parts stores or dealerships that handle your car's make.)

Spiff up the exterior. Give your vehicle a thorough cleaning with car-wash detergent and water. Alloy wheels should be scrubbed thoroughly to remove road film and grime. Use a stiff-bristled brush and a good nonabrasive detergent or wheel cleaner. If you use the latter, look for one that is safe for all wheels, because strong cleaners can eat away the protective coating on some of them. Once everything is dry, apply a tire dressing to give your rubber a new-car look.

Then inspect the paint surface and assess any damage. Note scratches, stone chips, and dents in the sheet metal. If the paint is in good condition, a coat of wax may be all it needs. If it's the original factory finish, it probably has a clearcoat outer layer. If so, make sure the wax you use is marked "safe for clearcoats." Avoid abrasive products, which are meant for the removal of paint defects or to put a shine on a dull finish.

On the other hand, if your paint finish is a little dull, look for a product with a label that says it polishes and protects. This could help put a shine back in the paint. You can fix small scratches and chips yourself with touch-up paint, available for a few dollars at a dealership. Make sure you get an exact color match or your repair job will look worse than the original defect. Use the application brush or a small, pointed artist's brush and fill in the scratch by going over it in tiny dabs. Let the paint dry for at least a day or two before polishing the car.

Fine surface scratches in the paint can be professionally buffed out at a body shop or professional car-wash center. That will greatly improve the car's overall appearance but will cost $100 to $200.

You can hand-polish the car yourself using an appropriate polish and cotton cloths. If you know how to use an electric rotary buffer, you can borrow, rent, or buy one. If you don't know what you're doing, though, don't attempt it because you can easily burn through the paint or leave permanent swirl marks.

Have a Pro Do It. Take your car to a local mechanic if it needs major repairs before you sell it.

Remove small dents. Having a body shop fix unsightly dents and dings can be costly. If there's no paint damage, you might be able to use a service called paintless dent repair, sometimes franchised under names such as Dent Doctor (dentdoctor.com) or DentPro (dentpro.com). They have special tools to massage out small dents from the inside. Your local mechanic, body shop, or car dealer can help you find a dent fixer, or try an online search. Typical costs range from about $50 to $150 per dent. Depending on your location and insurance company, dent repairs may be covered under your automobile insurance policy.

Some do-it-yourself dent-removal kits are on the market as well. They're advertised on TV infomercials and cost about $20 to $30 (plus shipping and handling). Essentially, they work by hot-gluing a suction cup onto the dent and then pulling the dent out with a special tool. Consumer Reports tested two kits, from Ding King (dingking.tv) and DentOut (dentout.net). Our testers found that they worked about equally well, but the results were not perfect. Generally, the more experience you have, the better the results. You have to be careful with the hot glue and should avoid pulling the metal out too far. The kits worked best on dents about 4 inches across.

Fix window-glass defects. It's very common for a windshield to pick up "star" or "bull's eye" damage from a flying stone. These dings can be filled by an auto-glass repair service so that they are less noticeable and don't develop into larger cracks. Figure on spending about $50 to $60 to treat a small glass ding. For larger cracks, you'll have to replace the entire windshield. Check your auto-insurance policy first. If you have glass coverage, the replacement should be free, except for a possible deductible.

Clean the interior thoroughly. When cleaning the car, look at the results

PHOTO: TONYA CONSTANTINE/GETTY IMAGES

Years of Crumbs. Make sure to vacuum the cargo area and between and under the seats.

through the eye of a potential buyer. Remove all of your personal clutter from the glove box and other storage spaces, and empty any ashtrays. Check under the seats for lost toys, trash, and wayward french fries. Then go to work on the windows, dash, upholstery, and carpets.

You can buy special cleaners for upholstery, carpet, vinyl, and leather. For hard plastic surfaces, use any general-purpose cleaner. Use a car-specific glass cleaner to remove smudges and film from the inside of all windows, paying special attention to the windshield and rear window. You can take very dirty carpeted floor mats to a carpet-cleaning service to be cleaned for about $15 to $20 a pair. Or just replace worn ones.

Getting rid of odors can be a challenge. First get all of the interior fabrics clean with pet spot cleaner or another odor-fighting product. Don't forget to wipe down the overhead fabric, or headliner. Be sure to clean inside the trunk and spare-tire well. To remove stale odors from the ventilation ducts, try spraying odor eliminator into the system's air intake, which is usually located at the base of the windshield. Then run the air conditioner at full blast for at least 10 minutes.

Clean the engine compartment. It can be a chore to clean the outside of the engine and other under-hood components, but a clean engine bay gives the impression that the mechanicals have been well-maintained.

If the battery terminals are corroded or caked with white powder, use an old toothbrush dipped in a mixture of water and baking soda to clean off the residue. Then coat the terminals with battery terminal grease. (Always wear eye protection and gloves when working around car batteries.)

You can certainly clean engine parts with old rags and plain soap and water, though you may have better luck with an aerosol engine degreaser. Be careful not to get electrical connections wet. Loosen dirt and rust from iron and steel parts with a soft-bristle brass-wire brush and soft abrasive cleaner.

DO ANY NECESSARY REPAIRS. It just makes good sense to fix or replace broken or missing items. A missing wheel cover or a broken mirror are signals to buyers that your car has not been well-maintained and that other repairs will probably be needed.

Major repairs are another matter. Most buyers probably won't want to make a big investment right after buying a vehicle. Suppose, for instance, your air conditioner doesn't work and you have an estimate that it will cost $800 to repair. The air conditioner isn't necessary for the proper operation of the vehicle, and if you're selling the car yourself, some buyers might not care as long as the price is adjusted accordingly. But most potential buyers will probably lose interest when they find out about it.

The big question is whether you can recoup the cost of the repair in your selling price. Most of the time you can't, so be prepared to take a beating if you have major repair problems. You'll have the same dilemma if you decide to go the trade-in route with your car. But remember that a dealership can make a repair for much less money than it would cost you to have the same job done by an independent mechanic.

PHOTO: JUPITER IMAGES/GETTY IMAGES

Trading In: Less Effort & Money

Many buyers prefer to trade in their current vehicle because it's easy. All you have to do is drive to a dealership, sign a few papers, and drive away in a new vehicle. You can apply the trade-in credit to your down payment, reducing the amount you need to finance.

There can be tax advantages, too. Most states require sales tax to be paid only on the difference between the price of your trade-in and the new vehicle you are buying, not the full price of the new car. But this tax benefit does not apply if you sell your old vehicle yourself. Check with your state's Department of Motor Vehicles (DMV) for details.

The downside of trading in your vehicle is that you might leave behind hundreds—if not thousands—of dollars for the dealer. As mentioned before, the best you can hope for when trading in is to get the car's wholesale value, which is far less than what you would expect to get if you sold it yourself. In addition, even if you've checked all of the pricing sources and think you know what your vehicle is worth, you'll probably have to haggle with a salesperson to get the best deal.

Here's another problem you may encounter: If a dealer already has six used silver Chevrolet Impalas or Toyota Camrys on the lot, for instance, he isn't likely to pay top dollar for yours. And if your trade-in isn't one the dealer wants on the lot, it will probably be sent to auction and discounted accordingly.

Just remember, no matter how tired you may be of your current vehicle, a dealership isn't doing you a favor by just taking it off your hands. If the dealership ends up buying your car, it's because there's an inviting profit ahead.

HOW TO GET THE MOST MONEY WHEN TRADING IN YOUR CAR

There are several things you can do to maximize the value of your trade-in:

- The appearance of your vehicle is an important consideration when a used-car manager estimates its value.
- If your car needs repairs, it could help to get an estimate to take with you. This could provide a little bargaining power when the dealer's estimator starts deducting repair costs from the figure offered to you.
- Try to sell your car to a used-car dealer. They're always looking for clean, low-mileage vehicles for their lot. And if yours is a popular model, you just might be able to get more than the wholesale price for it.

WHAT TO LOOK FOR WHEN NEGOTIATING

You'll get the best deal by keeping the purchase and trade-in negotiations separate. If you allow a salesperson to mix the two, it gives him or her too much opportunity to manipulate the figures. It could end up that a good price in one area is canceled out by a poor price in the other.

We suggest that you nail down the price of the car you want to purchase first, then discuss your trade-in allowance. Because dealers make good money reselling trade-ins, there is some incentive for the dealer to be competitive with a trade-in offer.

Keep your eye on the bottom line. What's important is the net amount you have to pay. Be sure to read and understand the sales contract before you sign it. If you have a problem with any terms or conditions, ask questions. After you sign, you'll have little recourse.

Selling it Yourself: More Effort & Money

If you choose to sell your current vehicle on your own, you will likely get a higher price than if you decided to trade it in. You can always expect to get more than the wholesale price, and unless the vehicle is in big demand, buyers should expect to pay less than the retail price. But selling your car yourself takes a lot more work than just driving to a dealership for a trade-in. You'll have to go through the hassle of advertising, taking phone calls, and showing the car.

SET A COMPETITIVE PRICE

By following the advice in "What's Your Car Worth?" on page 56, you should have a good idea of what the retail and local asking prices are for your vehicle.

If you checked to see what a local

COMPARE

Retail vs. Wholesale

There's a good deal of markup that goes into the price of a used car. To show you the difference between a car's retail and wholesale value, here are the base prices for five high-volume, 3-year-old 2014 models with 36,000 miles in average condition, as priced by Black Book in early November 2016.

Model	Trim Level	Retail Price	Wholesale Price
Chevrolet Malibu	LS 4-cyl.	$15,150	$11,010
Dodge Grand Caravan	SXT	$19,500	$14,250
Ford F-150	XLT Supercrew 4WD	$31,950	$29,740
Honda Civic	EX sedan	$16,550	$12,395
Hyundai Elantra	SE sedan	$13,350	$9,500

dealer would offer on a straight-up sale, you should have plenty of information to price your car reasonably. Remember, it's always smart to price your vehicle just a little bit higher than what you are willing to take for it. That way, the buyer can negotiate for a slightly lower price and feel good about it. Don't be greedy, though. You could scare off potential buyers who don't think they have a chance to negotiate.

ADVERTISE EFFECTIVELY

Some advertising methods are more effective than others, and cost can vary from free to quite expensive. Don't feel limited by the suggestions you see here. Use your imagination and go with what you think will work.

› Word-of-mouth is very effective. Tell your friends, relatives, colleagues, and anyone else you know that you have a car for sale. If your network of contacts on Facebook is big enough, you might be surprised at how much interest you generate. And it's free.

› Online classified ads may be the easiest and most effective way to sell you car. Craigslist, the free classified listing service, can get a lot of local attention for your car. Cars.com offers several ad packages from free to $49 depending on what's included. Free ads run for 30 days with five photos of your car that you upload with the ad. $49 buys 150 days, 15 photos, and a Carfax report. CarGurus.com is a free service that includes showcasing six photos of your car. AutoTrader, which is partnered with MSN Autos, offers packages from $25 to $100. The AutoTrader packages offer free renewals and a money-back guarantee. The basic package is four weeks and three pictures, and you can step up to a package of 18 pics, no time limit, and a preferential "spotlight" ad running for two weeks.

› Daily newspaper ads can work but aren't as effective as they used to be. Some newspapers will give you a print and online ad for one price. Rates can run about $30 to $40 for a week or two, although some major metropolitan papers charge more.

› Ads in weekly shoppers and free newspapers can work, but they may have a lot of competition.

› There's always the traditional way. Just put a "For Sale" sign in the window of your vehicle with your phone number and a few other details, such as model year and mileage.

SHOWING YOUR CAR

Once you've placed your ads, make sure you keep your car's specifications, mileage, and other particulars near your phone. Interested callers will want to see the vehicle, so have your schedule ready so you can set a day and time. That said, don't be surprised if some callers never show up.

When you do show the car, answer all questions honestly. Be prepared to provide service receipts and to accompany the buyer on a test-drive and to an independent mechanic.

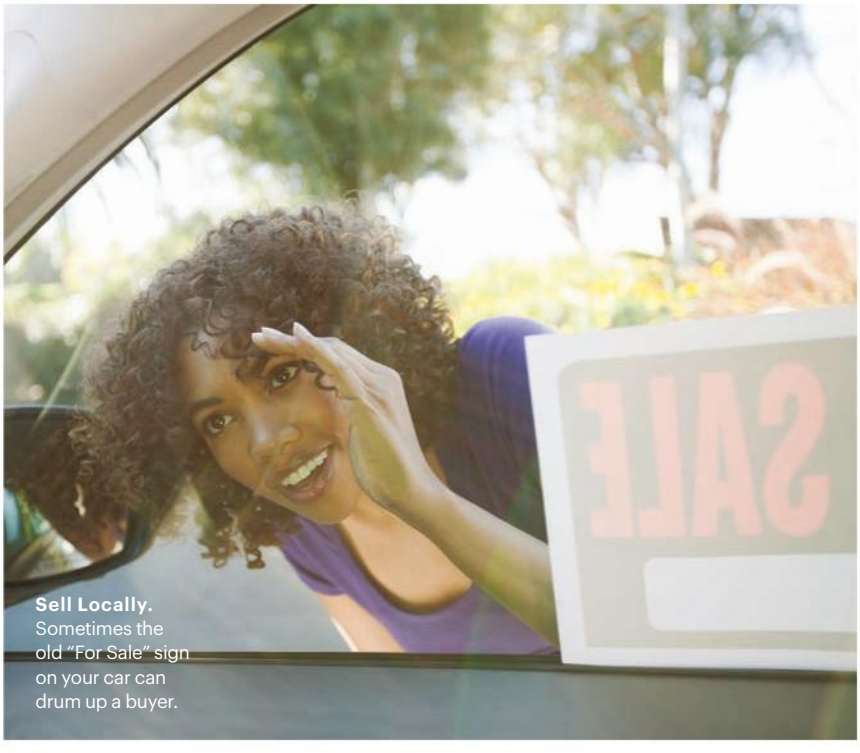
THE PREPURCHASE INSPECTION

Just about any savvy buyer will want to have your car inspected by a mechanic before the sale takes place. If the buyer is a friend or relative, there should be little risk in allowing them to take the car for an inspection. If the potential buyer is a total stranger, however, you'll probably want to drive the car to the shop yourself. It shouldn't take more than an hour.

HAVE THE PROPER PAPERWORK

The paperwork requirements for selling a car vary from state to state. In some states, transferring ownership of a vehicle to another person is a simple process of entering the odometer reading, sale price, and your signature on the back of the certificate of title. In other states, you must fill out official title-transfer forms. Contact your state's DMV to see what you should do.

If there's an outstanding loan on your car, you and the buyer will have to go to your lender and make sure the lender gets its money before you get what's left. And a bill of sale is often required by the buyer for sales-tax purposes. In some states, the lender holds the title until the car is paid off. Photocopy the one on page 60 or buy a form at any office supply store, and keep of copy of the final document for your records.



Sell Locally. Sometimes the old "For Sale" sign on your car can drum up a buyer.

PHOTO: DREW MEYERS/CORBIS/GETTY IMAGES

Document the Purchase

We've provided this straightforward bill of sale for you to use when selling your car. Note that some states may require you to use their official documentation.

BILL OF SALE

Date _____

RECEIVED FROM:

Seller's name _____

Street address _____

City _____ State _____ ZIP _____

Phone _____

Co-owner's name (if any) _____

In consideration of $ _____, receipt of which is hereby acknowledged.

DO HEREBY TRANSFER TO:

Purchaser's name _____

Street address _____

City _____ State _____ ZIP _____

Phone _____

Co-owner's name (if any) _____

THE FOLLOWING DESCRIBED MOTOR VEHICLE:

Year _____ Make _____ Model _____

Body style (e.g., 4-dr. sedan) _____ No. of cylinders _____

Color _____ Odometer reading _____

Vehicle ID No. (VIN) _____

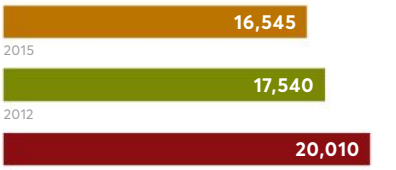
Certificate of Title No. _____

Signature of seller _____ Signature of buyer _____

PHOTO: MICHEKO PRODUCTIONS, INH. MICHELE VITUCCI / ALAMY

SHRINKING FOOTPRINT

The number of new-car dealers has dropped since 2006.



Source: NADA

Dealing with the **Dealer**

Negotiating might feel comical—like pitting an amateur against a team of professionals. But by setting the ground rules early, you can level the playing field.

The worst part of buying a car is the dealer experience. It's so bad that in 2009 John Krafcik, the CEO of Hyundai at the time, said Americans "would rather go to the dentist than visit a car dealer." It is easy to understand why. Salespeople have well-rehearsed routines for persuading car buyers, and they practice them every day. It's no wonder most people subject themselves to the discomfort of car buying only once per decade.

▶ STILL, YOU DON'T have to be a professional negotiator to get a great deal. You simply have to know what to expect and how to play the game. On the following pages we supply strategies you can easily use to stay ahead of the curve.

Ready for Action?

At this point in the game, you've already decided the car you want, the trim lines and options that fit your needs, and the colors you can live with. You know the approximate price and, if you are financing, have been preapproved for a loan. You've also checked what insurance will cost. Maybe you've taken your test-drives. In short, you've done your homework.

Now is the time—unless you've already done it—to virtually "build" the car you want. Go to the automaker's website and use the tools to find out the retail price for the car and options you want. An added benefit: You might discover some additional discounts, rebates, and other incentives. Those are definitely worth knowing about.

In addition, most manufacturers allow you to search their nationwide inventory for specific color and option combinations. This is important because manufacturers often do midyear package changes, and you may discover that there is a difference of a few hundred dollars for the same car depending on when you search.

Many automaker sites will help you find a local dealer that supposedly has that car on hand. The reality is that dealers work on a system of "allocations," filling their lots with cars configured the way they think will sell the best in their area, as well as slow sellers the automaker may foist on them.

The result is that the dealer may not have a precise match for what you had in mind or configured on the automaker's website. With any luck you'll find some pretty close matches, especially with best-selling cars and those that have been on the market for more than a year. If you are still striking out, consider expanding your search area, or see whether you can order one from the factory to your exact specs.

PHOTO: ECLIPSE_IMAGES/GETTY IMAGES

We offer one such service: Consumer Reports Build & Buy (ConsumerReports.org/buildandbuy). You'll get competitive quotes as well as a list of all dealer incentives and customer rebates currently available in your area. It's available to ConsumerReports.org and Consumer Reports subscribers as well as CR's New-Car Price Report buyers.

The Easy Way Out: Internet, Email, Phone

Save your time—and sanity—and do most of your car shopping from home. Go online and find franchised dealers in your area. Search each dealer's new-car inventory to find out what they have on hand as well as cars that have yet to arrive. This will give you an idea of what's readily available.

Sometimes you'll see on the dealer site a "special internet price." Don't be fooled by that. Any price they offer—whether online or in print—should be no higher than what they'd give you if you walked in the door. But at least it gives you an idea of the scale of discounts freely offered.

Some brands, such as Honda and Toyota/Lexus, prevent their dealers from advertising any price lower than the MSRP, less available rebates. So you will have to deal with a salesperson directly to get a price.

You can go two ways here: Build a car online and submit it to the dealer/dealers, or just send them an email that specifies what you're looking for. "I need an LXE with the sports package, driver-convenience package, and a navigation system, in either black or gray but not white. It looks from your inventory that you have three on your lot. Is that the case?" Be clear about how you want to interact—by phone or email.

If the reply is positive, ask for the best price. "I'm ready to buy right now, but I'm shopping around and I want your best out-the-door price on that car."

In your electronic dealings with the dealership, set the same ground rules you would if you were there in person.

You are looking for the best "out the door" price, including any add-on fees such as "documentation," aka "conveyance," that can't be avoided.

Make dealers compete. Do this with several dealers, asking for their lowest out-the-door price. With each one, have them email or fax you a copy of the car's window sticker and the vehicle invoice. The window sticker will spell out the car's features in detail and what options packages it has. The vehicle invoice will show you the dealer and retail costs for the car and options, and possibly incentive and holdback information.

One of the games dealers play is to put car descriptions on their websites that are very often designed to confuse. Dozens of standard features that every car has, such as antilock brakes and power windows, may be listed under "options," and options packages are often not identified as such. The distinctions are important, and the window sticker spells them out.

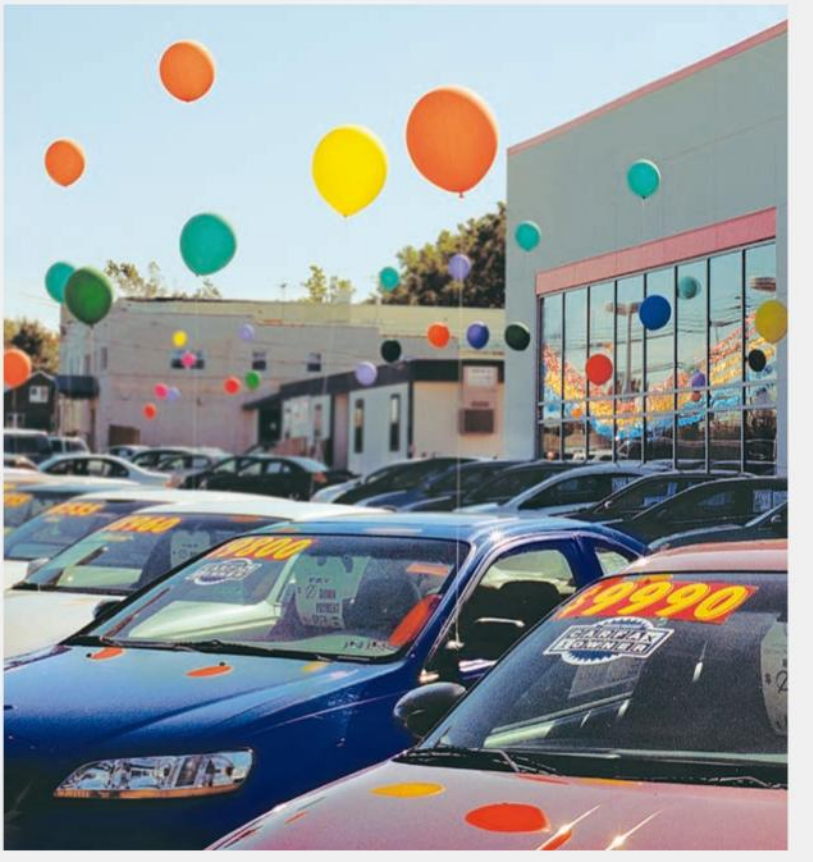
Get in touch. Talk with the sales department–via phone or email–of the dealer(s) that quoted the best price, and establish that the car is actually there. Not just on order, and not in transit, but actually on the lot. It sometimes happens that dealers advertise a car they don't actually have, or they continue advertising a car they've already sold.

Don't rush out. Resist any invitation to "come down and talk about the car you're looking for" until you're good and ready. You already know what you're looking for. It's true that dealers can and do swap cars with other dealers to fill a customer's needs. So just because they don't have the one you want doesn't mean they can't get it. But there is no need to drive to a dealer to talk about a car that's not on hand.

Take those prices and get in touch again the dealer you would most like to work with. Explain that you've been in contact with several other dealers, you have written quotes in hand, and you will buy the car if you can come to terms.

Tell him or her you're willing to make a deposit if they can tell you the

PHOTO: KATHRYN ALLEN HURNI/GALLERY STOCK



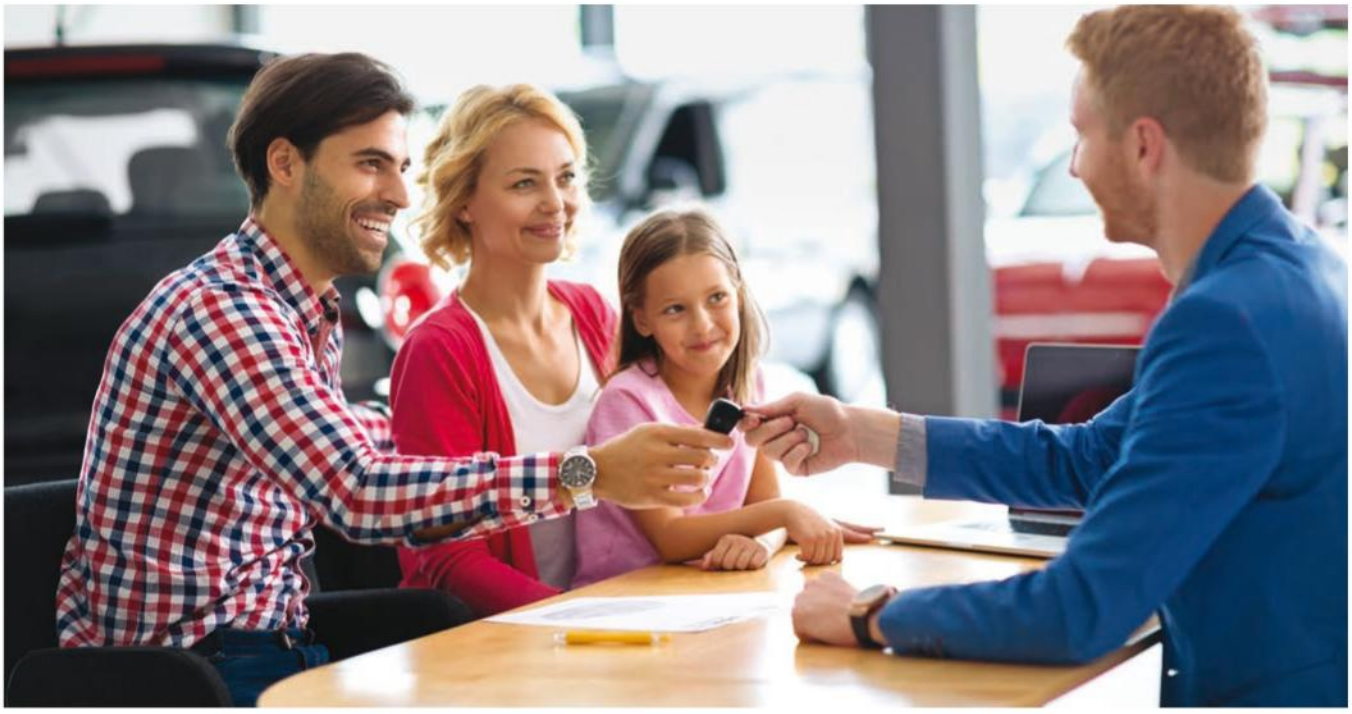
Should You Buy Last Year's Leftover?

A COMMON WAY to get a lower price on a new car is to wait until the next model-year vehicles are coming out and buy a "leftover" from the previous model year. For example, you could buy a 2016 model even though the 2017 is now on sale.

A car dealer is often more willing to give you a generous discount on a leftover vehicle to get it off of the lot. He or she might offer to sell you a vehicle loaded with features that would be out of your price range on a newer version. In addition, previous model-year vehicles often carry factory sales incentives that lower the price even further. All of this can add up to an attractive alternative. But there are other considerations.

One downside: You may find a very limited selection—cars with either too few or too many options, or in the wrong color. Another concern is that as soon as you buy a leftover, it has accumulated a year's worth of depreciation, almost regardless of the miles on the odometer. If you want to trade in the vehicle two years from now, it will be appraised as a 3-year-old. That's why a leftover should be priced lower than a new version and there should be room for negotiation.

A leftover may not be such a good deal if you plan to sell or trade in the car after a couple of years. But if you plan to drive it for five years or more or until it wears out, you can save quite a bit of money. Keep in mind that car companies may introduce the next year's model as early as February. Gone are the days of the "new model year" vehicles coming out earlier, on October 1.



Insist on negotiating one thing at a time. Only after locking in the lowest price should you discuss a trade-in or financing.

17-digit VIN (vehicle identification number), provide a copy of the window sticker and/or the vehicle invoice, give you the final price and, if the car is not at the dealer, tell you when it will arrive. Don't get talked into making a deposit as a condition for them to just to start looking.

One reason this method works, especially if the car is already at the dealership, is that the salesperson and dealership have invested little time in making the sale. Before you hand over your credit card number, have the dealership email or fax you the purchase order so you can double-check that everything is correct. Be sure to check that the VIN is on the purchase order, and double-check that it matches the one on the car when you take delivery.

Internet Car-Buying Services

Many consumers use car-buying websites to make their purchases.

Originally, the websites allowed you to specify the model, trim level, and options you're interested in and then get price quotes from dealerships in your area. Each of those services contracted with a network of dealerships and negotiated a small markup, and hence a decent price, for customers it sent to them.

Additionally, there are new online options, such a Roadster.com, that act as new-car brokers to find and negotiate on your behalf.

Other car-buying websites you might want to try include the warehouse membership car-buying services at Costco and Sam's Club.

There are also used-car marketplaces like Beepi.com, Vroom.com, Shift.com, and Carvana.com that will bring cars you're interested in to your house or office for test-drives. All of these have some regional limitations but are growing in coverage.

Usually, when you ask for a price quote online, your information is forwarded to partner dealerships in and close to your ZIP code. You'll either get a list of quotes sent to you or a series of emails from the dealerships quoting what they hope is a come-hither price.

The price quotes are free, with no strings attached. So it's an easy way to get a sense of what the price may be for the vehicle configuration you want.

You may find that just-released new models may not be discounted much at all. Unless you MUST be the first on the block to have a certain vehicle, wait a few months. Nothing stays hot forever.

There are some obvious advantages to using these sites. But don't overlook the not-so-obvious limitations:

- The service you choose may have only a small number of dealerships, or none at all, under contract in your area.
- Those dealers might not be able or willing to obtain the car you're looking for quickly.
- There's no guarantee that they'll give

PHOTO: LUCKYBUSINESS/GETTY IMAGES

you the best possible price on your trade-in, if you have one.

Face-to-Face Negotiations

Car dealerships may be unique among retail venues in how much time they expect customers to wait for something to happen. Whether it's crowded with customers or you find yourself the only one in the place, it's routine to be asked to wait. For a salesperson. For your price negotiations to be ferried back and forth to a sales manager. For your turn with the business manager to ink the deal. For the forms to be filled out once you're sitting there. For the car to be found, filled with fuel, and brought around.

In fact, these are just some of the reasons that a lot of people say they hate the process of negotiating with a car dealer.

But some folks apparently relish it or think it's the best way to be sure they're getting what they want. They're not wrong. One of the benefits of a face-to-face transaction is reaping the benefit of a salesperson's knowledge, which is often considerable, and advice, which may be very sound.

There's more to choosing a car than just finding the lowest possible price. You can't expect a salesperson to send you to the rival across the street, but good ones know a heck of a lot about the cars they're selling and who they might suit. And they'll try very hard to find the right one for you. If you're still in shopping mode rather than buy-it-now mode, it would be a mistake to dismiss what they have to say out of hand.

In any case, whether you do your price negotiation by email, by using an intermediary buying service, or by going mano a mano with a salesperson and, inevitably, his or her boss, you're going to wind up at a dealership to sign the papers and get the keys.

Bring your driver's license and proof of insurance to hold up your end of the process. A calculator or smartphone will help you crunch the numbers yourself. And don't forget your notes about the car you're intending to buy, and any written quotes you've obtained.

Negotiate Effectively

When you start bargaining, work from your positions of strength:

› Your opening bid, based on what the dealer paid for the vehicle or what you've established is a fair price.

› Competing bids from other local dealerships or car-buying websites.

The salesperson will probably begin the discussion by focusing on the vehicle's MSRP or on your monthly payment. Don't take that detour.

If he or she starts with price, make sure you negotiate from the bottom-most price and work up, not down from the MSRP.

By starting with your monthly payment as the focus, the salesperson can lump the whole process together, including the price for the new vehicle, the trade-in, and financing, if appropriate. This gives him or her too much latitude to sow confusion.

Your countermove: Insist on negotiating one thing at a time. Your first priority is to settle on the lowest price you can get on the new vehicle. Only after you've locked that in should you begin to discuss a trade-in or financing, if necessary.

SET THE GROUND RULES

Rather than be drawn into a discussion on the salesperson's terms, let him or her know:

› You have carefully researched the vehicle you want and have already taken a test-drive.

› You know exactly which trim level and options you want, have researched

TOP-SELLING CARS IN THE PAST THREE YEARS

		OVERALL SCORE	ROAD-TEST SCORE
FORD F-150		65	80
TOYOTA CAMRY		84	86

the price for that configuration, and know approximately what the dealership paid for it.

› You have already calculated what you are prepared to pay. Reassure him or her that your offer includes a fair profit.

› If the salesperson can meet your target price, you'll be ready to buy immediately; if not, you intend to visit other dealerships.

DOWN TO BRASS TACKS

Start the negotiations with your precalculated low offer. That could be the invoice price, minus incentives, plus, say, $100. If the salesperson asks you how you arrived at that figure, explain how you calculated it.

What usually happens next is a back and forth while the salesperson submits your bids to the sales manager and returns with counteroffers. Be prepared for the offers to be far higher than your target price. And be prepared to wait several minutes at each step.

One gambit you can use is to mention that you have competitive bids in hand from other dealers, without disclosing what they are. Explain that you are looking for the lowest markup over your bottom price.

As an alternative, ask if the salesperson is willing to beat a price you got from a legitimate buying service. If so, tell him or her what it is.

Try not to be argumentative. Keep working from your lower figure, raising it a little at a time, rather than taking the dealer's counteroffer and then hammering it down.

From the outset, you want to stay on course and prevent the negotiation from veering off track. If the salesperson asks about a trade-in, for instance, insist on locking down the new-car price first.

As for financing, explain that you are preapproved for a loan and are prepared to pay in cash, but that you may be willing to consider financing through the dealership provided the offer is competitive. But make it known that coming to terms on the purchase price is the primary focus.

Reassure him or her that if you can both agree to terms you know to be fair, he or she can look forward to making a quick sale. If not, you'll move on.

You may be shunted to a more senior sales associate or manager. If that happens, simply repeat the same ground rules to that person. But no matter who ends up sitting across the desk from you, your clear explanation of what you're looking for will help counteract the common diversionary tactics you may come across.

HOLD YOUR GROUND

A salesperson's initial reaction might be dismissive. He or she may state flatly that there is no way the sales manager will let the vehicle be sold at your price. He or she may even try to tell you that your numbers are wrong. If so, show a printout of your sources of information.

Even if he or she can't find fault with your numbers, the salesperson may counter your bid with a barrage of objections, pleas, and ploys to get you to raise your offer. Because the manager wields the real power to approve deals, you can expect this. But make it clear that you don't have a lot of time to sit around and wait. You also have some wiggle room. After all, the

COMPARE

Low-Interest-Rate Financing vs. Rebate

Zero percent or an additional discount on a car? Both sound appealing, but it isn't always clear which has a lower overall cost.

BUYERS ARE OFTEN given an either-or choice: low-interest financing or a rebate. Use this sample worksheet to see how to compare each offer.

Subtract the trade-in value and rebate from the negotiated vehicle price to get the principal. Plug in the number of months you expect the loan term to be.

Multiply each monthly payment by the number of payments to get the total cost of the loan under the two scenarios. The lower of the two total-cost figures is the best deal.

You can find loan calculators by searching online or in the Car-Buying Advice section of ConsumerReports.org.

	Financing	Cash with Rebate
Negotiated Vehicle Price	$25,000	$25,000
Subtract: Trade-In Value	–$4,500	–$4,500
Rebate	N/A	-$1,500
Principal (Amount Financed)	= $20,500	= $19,000
Loan Term (Months)	60	60
Interest Rate (APR)	0%	3.9%
Monthly Payment	$341.66	$349.06
TOTAL COST OF LOAN =	**$ 20,500**	**$ 20,943**

target price that you calculated allowed for a reasonable dealer profit.

While you can allow your target price to inch up in small increments, don't go above the lowest competing bid you've gathered. You don't want to give the impression that you're simply responding to pressure. It might help to state a rationale for your flexibility on price. For example, you could say that you value the fact the dealership is conveniently close or that you like the color of this car.

Remind the salesperson that you're ready to complete the purchase on the spot if your price can be met. Otherwise, you'll have to "think it over."

If the negotiations are going nowhere, this is the time to excuse yourself and get up to leave.

Often a salesperson will try to stop you by saying he or she thinks "something can be worked out to make you happy." But if you're simply allowed to go, then the last price offered may be close to the dealer's limit.

If the negotiation has stalled at a higher figure than the competitive prices you've gathered elsewhere, say so. Let the salesperson know he or she is not even in the ballpark. This could motivate another visit to the sales manager for a lower price.

PHOTO: WESTEND61/GETTY IMAGES

KNOW WHEN TO WALK

If your discussion gets stuck and the dealer's offer is nowhere close to what you can accept, it might be time to throw in the towel. If you encounter these tactics, head on to another dealer:

› The salesperson may try to convince you that the rebate (or low-cost financing) is available only to customers who pay the sticker price. This is not true. Rebates come directly from the manufacturer regardless of the price you agree to at a dealership. Don't let the salesperson use rebates as a substitute for the discount you've haggled for.

› The salesperson suggests that you come back if another dealership offers you a better price, which the salesperson will then beat. Let him or her know that you plan to complete the purchase soon, you aren't interested in shuttling back and forth between dealers, and that once you leave the showroom, you are done.

If the salesperson makes a "final, take-it-or-leave-it offer," accept it if it satisfies two conditions: (1) the price meets your target price; and (2) it is a decent price for the only vehicle you have found that matches the configuration that you want. Otherwise, you needn't panic. If the offer is good today, it should be good tomorrow.

KNOW WHEN TO SAY "YES"

If you are offered a price that's in your target range, you should probably accept it, and move on to trade-in and financing arrangements.

You might consider thanking them, taking their offer in writing, and trying to best it at another dealer. But if the price really does leave minimal profit for the dealer, it's not likely to go that much lower somewhere else.

Before you chase the last penny of savings, consider your own preferences. Do you feel more comfortable working with one dealership over another? Is it worth your while to pay a little more to end up with a car you'll be happier driving? Provided you're satisfied that the more expensive deal is still a fair one, there's no harm in paying a little extra.

TIME TO TALK TRADE-IN

As we've said, only after you agree on a price for the new car should you turn your attention to the trade-in. Chapter 6 covers how to assess the value of your current car. If you shopped it around to other dealerships, you also know what you can easily get for it. Armed with this information, there's no reason a dealership shouldn't give you at least its wholesale value as a trade-in allowance.

Tell the salesperson that you simply want what you know it's worth. Provide the figures to back this up, along with printouts from several pricing sources. This defuses any attempt to pull out a used-car pricing book so the salesperson can "prove" that your figures are too high.

To lowball you on the trade-in, the salesperson may again try to stall the negotiations and wear you down with frequent visits to the sales manager. Minimize this by indicating upfront that the new-car deal isn't final unless you get a good allowance on your trade-in.

Remember, if the trade-in discussions become too burdensome but you're not willing to pull out of the new-car deal, you can always sell the car elsewhere. However, if you're dependent on the trade-in to make the down payment, you'll have to sell your car before you can sign a contract for the new one.

The Finance Office

Once you've settled on the vehicle's price with the salesperson, you will be passed along to the dealership's finance and insurance manager, sometimes called the "F&I representative." He or she is the one who determines what credit terms you will be offered and draws up the loan or lease contract.

LOANS AND LEASES

We went into detail about the mechanics of loans in Chapter 4 and leases in Chapter 5. Everyone knows what a car loan is. Leases are a bit more complicated. But as we explained earlier, you can think about leasing as just another way to finance a car.

For example, if you should lease a car for three years and then decide to buy it, the total cost may often be pretty much the same after six years as if you had taken out a six-year loan.

Comparing loan and lease offers head-to-head is notoriously difficult, however. You will probably find that an automaker's offer on financing has a different interest rate than the loan deal they are offering on the same car.

Just don't fall over yourself if you hear an attractive financing offer and splurge on something you don't need, like an extra-loaded version of the car you had decided on or an additional-cost warranty.

It's important to understand that the F&I manager is also another salesperson. In addition to insurance and loan/lease deals, his or her wares also include such additional-cost items as extended warranties and other intangibles. Here are some to look out for:

EXTENDED WARRANTIES

The F&I representative will almost surely try to sell you an extended warranty or service plan. Most of the time, these plans are a losing bet. A recent Consumer Reports survey found that two-thirds of respondents spent a lot more for the warranty than they got back in repair reimbursements.

Because most new cars come with comprehensive warranties, it will be a long time before you'll need a warranty extension. If you decide later on that you want one, you can consider buying it years from now. In addition to automakers, several independent warranty companies, such as WarrantyOne and WarrantyDirect, sell these policies.

INSURANCE

Another pitch you might hear is for various kinds of insurance in addition to what we think of as auto insurance. Here's a rundown:

GAP insurance. Guaranteed asset protection is essential for new leased vehicles. If the car is stolen or totaled, GAP pays off the lease. Many lease contracts already include it. Others may charge you for it as part of the down payment. It's probably cheaper to buy GAP as part of your car-insurance policy than à la carte from a car dealer.

Credit life insurance. It pays off your vehicle loan if you die before your car payments end. Some dealers may tell customers with poor credit histories that credit life insurance is mandatory. It isn't.

Credit disability insurance. While this is important coverage for anyone whose dependents rely on his or her earnings to make loan payments, you probably

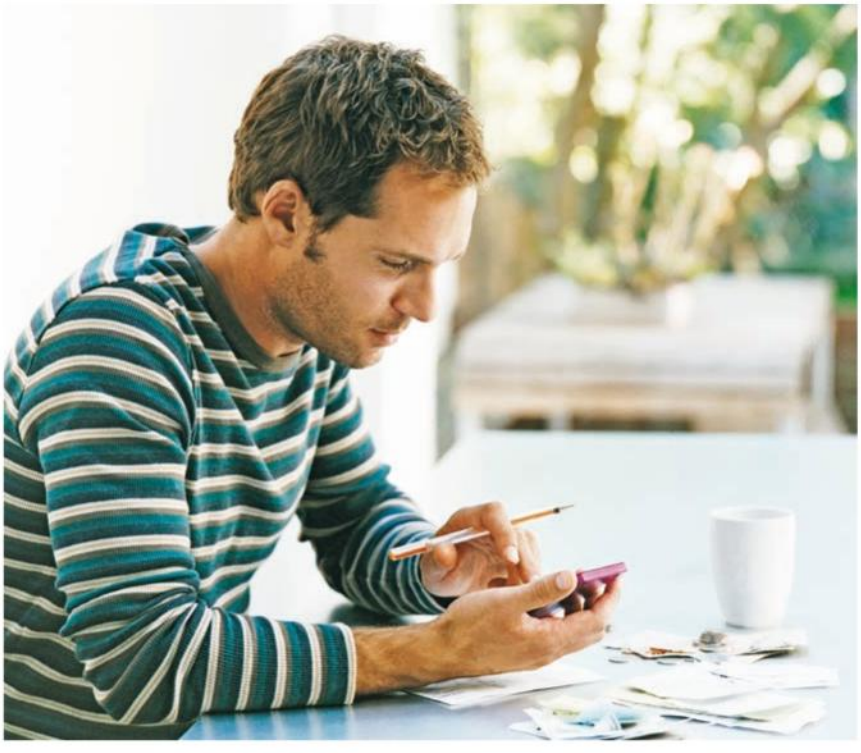


PHOTO: DIGITAL VISION/GETTY IMAGES

Don't panic and rush into a deal. If the salesperson's offer is good today, it will be good tomorrow or later in the week.

have better options. You may already have disability coverage through your employer; if not, you can probably buy it less expensively elsewhere.

OTHER EXTRAS YOU CAN SKIP

Rustproofing and undercoating. Don't bother. Today's vehicles are manufactured with good corrosion protection.

Fabric protection. This is the most expensive Scotchgard your upholstery will ever see. Instead, spend a few bucks on a can of fabric protector and spray it on by yourself.

Paint sealant. The dealer may tell you that an application of this coating will protect your car's surface for years, but it's little more than a vastly overpriced insurance policy on your paint finish.

VIN (vehicle identification number) etching. This acid etches the VIN into the window glass to deter theft. Sometimes a VIN-etching charge of $100 or more is printed on the purchase agreement. Just cross it out. It's not mandatory, and if the dealer tells you that he or she already did it and you have to pay for it, walk away. You are not responsible for that price at all. If you do want VIN etching, you can get it done cheaper elsewhere or get a do-it-yourself kit for $25 or less.

CHECK THE NUMBERS

If a sales incentive is available, sometimes you have to choose between a low-interest financing rate and a cash rebate. The rebate can be applied to your down payment and thus reduce your loan principal. Run the numbers both ways to see which option gives you the most benefit.

Whether you're buying or leasing, you must carefully check all of the numbers on the agreement. Use the calculator on your mobile phone or bring one with you (if necessary, borrow one from the salesperson) to total them up on the spot.

Make sure that the contract shows the agreed upon purchase price or, if leasing, the capitalized cost, and that your down payment, trade-in allowance, and any rebates have been subtracted from that amount. If you are financing the vehicle through the dealer, make sure the correct interest rate (or "money factor" if you are leasing) was used when calculating your monthly payment.

If you've discovered any problems that need to be dealt with later, after you take possession, it's important to secure a "We Owe You" document that spells them out. That might cover a missing jack or floor mats, or follow-up work to repair a scratch in the paint.

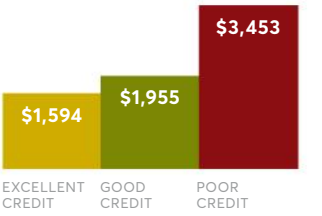
As you review the agreement, you'll probably encounter various additional charges. In addition to legitimate ones, such as the destination charge, there may be others that are questionable or entirely unnecessary.

Remember, unless you pay fees and taxes upfront, they're added to the amount financed, and you will pay interest on them.

PHOTO: HERO IMAGES/GETTY IMAGES

PHOTO: TLEGEND/SHUTTERSTOCK

INSURANCE COSTS BY CREDIT SCORE
(In Connecticut)



Choosing **Car Insurance**

Automobile insurance is one of the costliest purchases that consumers hope to never have to use.

Though it's always important to buy the right insurance coverage, it costs a lot more to insure that brand-new car than a five-, seven-, or nine-year-old model you are replacing. That's an important thing to keep in mind when choosing your next car. In this chapter we'll explain the basic elements of a car insurance policy, provide tips for finding discounts, and share our ratings that rank the best companies.

AUTO INSURANCE IS really several different insurance policies rolled into one. Though insurance is mandatory for everyone who drives a car, the requirements vary from state to state.

Some coverage is required at all times, but others are voluntary. Here are the basics, plus some tips on how to keep your premiums in line without taking on unnecessary risks:

BODILY INJURY LIABILITY

What it is If you are held liable for a crash, this insurance pays for the injuries or death of other people involved in the crash.

How much to buy At the minimum, opt for the standard 100/300/100 coverage. This means you get coverage up to $100,000 per person for bodily injury, including death, that you cause to others; $300,000 in bodily injury per accident; and $100,000 in property damage. Some states require only the minimum insurance of 20/40/20 or 10/30/50.

Remember, this is based on averages. If you have a high net worth, boost your bodily injury coverage to 250/500 to make sure you have coverage in case of a personal lawsuit. Because injuries from some accidents cost much more than "average," you should never let state minimums guide your coverage limits.

COLLISION/COMPREHENSIVE

What it is Collision covers damage that's not covered by another driver's policy. Comprehensive covers theft as well as damage from fire, flood, falling trees, hail, hurricane, or animal strikes.

How much to buy Coverage is usually limited to the book value of your car—which is defined by your insurance company. Deductibles can run from zero to $1,000. We recommend that you opt for a higher deductible to reduce your premiums. But try to set at least the equivalent of the deductible aside in a savings account.

Consider dropping collision and/or comprehensive coverage when the annual premium equals or exceeds 10 percent of your car's cash value.

Is There a Black Box in Your Future?

INSURERS NOW HAVE technology that allows more fine-tuning of rates, but not without some controversy.

Progressive Insurance offers customers an electronic "Snapshot" device, which tracks the hours driven and driving habits. Progressive says most customers "earn a discount based on their safe driving; however, riskier driving habits ... indicate a greater likelihood of being in an accident and may result in a higher rate at renewal—depending on the state you live in and when you signed up."

Some worry that the information could be used against them in a legal case, and Progressive told Consumer Reports that the information could be subpoenaed.

State Farm's "Drive Safe & Save" discount, available in all 50 states, similarly tracks your acceleration and braking, left and right turns, driving times of day, and speeds over 80 mph.

Drivewise, a similar system from Allstate, promises discounts and "Allstate Rewards Points" in return for safe driving habits. But the company notes Drivewise "will not increase your rates. Drivewise helps you be aware of your driving habits and rewards you for driving safely."

Progressive Insurance's Snapshot monitor

UNINSURED/UNDERINSURED MOTORIST

What it is This stands in for the other party's missing or insufficient liability coverage. In fact, one out of every eight drivers may be uninsured, according to the Insurance Research Council.

This applies not only if the other driver is at fault but also in hit-and-run incidents. This is key—your own liability insurance might not pay for injuries to you and your passengers if you're not at fault.

Also, without UM/UIM, you'll have to either pay for your losses or sue the other driver for damages in court, a headache that may reap little reward if the defendant has few assets. That's a pretty good bet because most people who have no insurance do so because they can't afford it. So they are likely to have little money to pay a judgment in your favor.

One or both coverages are mandatory in 20 states. But even if your state doesn't require it, this is a wise buy. Nationwide, about one in seven motorists is uninsured, but in some states (Florida, Mississippi, and Oklahoma) it's more than one in four.

How much to buy Purchase the same limits here as those on your own liability coverage.

NO-FAULT INSURANCE

What it is At its most basic, the insured parties are compensated for losses by their own insurance company, regardless of the party at fault. The goal is to lower overall insurance costs by avoiding litigation while providing fast compensation for injury or repairs.

Compensation amounts are often fixed for certain injuries.

The no-fault states According to the Insurance Institute for Highway Safety, 12 states and Puerto Rico have no-fault auto insurance laws. Florida, Michigan, New Jersey, New York, and Pennsylvania have verbal thresholds; Hawaii, Kansas, Kentucky, Massachusetts, Minnesota, North Dakota, and Utah use a monetary threshold.

PHOTO: HERO IMAGES/GETTY IMAGES

MEDICAL PAYMENTS OR PERSONAL INJURY PROTECTION

What it is Medpay and PIP pay—within the specified limits—the medical, hospital, and funeral expenses of the insured person, people in the insured vehicle, and pedestrians struck by the insured vehicle. PIP is the basic coverage implemented in no-fault insurance states.

These states generally limit the circumstances under which victims can sue for injuries, and cover the bodily injury for the insured and the passengers of the car.
How much to buy Talk with your insurance agent to determine the right amount for you.

10 Ways to Save on Insurance

1. Do an annual rate check. If you've been with the same insurer a long time, it might be tough to beat its rates, especially if you haven't had any claims lately. In fact, a 2014 survey by the Consumer Reports National Research Center found that only 10 percent of 19,000 ConsumerReports.org subscribers who compared premiums found they would save money by switching.

It's easy to compare insurers online, at sites such as Answer Financial, Insure.com, InsWeb.com, and NetQuote. Though you usually won't get an immediate quote, you will get emails from agents looking for your business. Consider forming a relationship with an independent agent, who will check rates for you at a range of carriers.

2. Pick a top-rated insurer. Saving money isn't simply a matter of finding the lowest premium. Some insurers have lower premiums but end up costing you more in the end by lowballing loss estimates, hassling the repair shop to cut corners, and forcing you to pay extra for original-equipment replacement parts. They might even unfairly jack up your premiums after an accident.

We surveyed 64,872 ConsumerReports.org subscribers in 2014. Eighty-eight percent of them were highly satisfied with the handling of their claims. Among the highest-rated groups were USAA, Amica, and NJM, with overall satisfaction scores of 90 or higher. See the results on page 77.

3. Set the right deductible. A higher deductible reduces your premium because you pay more out of pocket if you have a claim. Hiking your deductible from $200 to $500 can cut your premium on collision by 15 to 30 percent. Go to $1,000 and you could save 40 percent.

If you have a good driving record and haven't had an at-fault accident in years, if ever, opting for a higher deductible on collision might be a good bet. Just make sure you can afford to pay that cost if your luck runs out.

4. Review all of your coverage. Your liability coverage pays for bodily injury and property damage that you cause. Don't get caught short by reducing your liability limits to the state minimums. Buying more coverage might seem like an odd way to save, but the benefit comes if you have a costly claim, which can put your life's savings at risk.

If you have another car you can use while your vehicle is being repaired, you don't need to pay for rental-reimbursement coverage. Dump roadside assistance if you have an auto-club membership that's a better deal or if it's part of your new car's warranty.

Think carefully about personal-injury protection and medical-payments coverage: Forget it if you have good health coverage; keep it if you don't or if your usual passengers are not well-insured.

5. Take advantage of discounts. Insurers offer a whole range of modest but worthwhile discounts that are essentially based on a low-risk lifestyle. Here are some to ask about:

- Students with good grades.
- New drivers who have taken a driver-training course.
- Older drivers who have taken a refresher course.
- Any driver who takes a defensive-driving course.
- Members of affinity groups, such as college alumni and certain occupations and professions.
- Antitheft and safety equipment.

6. Multiple-policy holders. Insurers also offer fairly hefty auto discounts if you also buy your homeowners, renters, or life insurance policy from them. But be sure you check out total costs both ways: premiums from different insurers combined compared with single-insurer packages.

7. Maintain a good credit score. Most states allow insurance companies to use your credit score as a factor in setting your premiums. Ask your insurance company whether it does that. If your finances have been adversely affected by military deployment, divorce, job loss, death of a family member, or medical problems, ask your insurer for an exception.

8. Report reduced mileage. A major cost component in auto insurance is miles driven per year. The average is about 12,000. But if you're driving a lot less than usual for some reason, like a job change or retirement, let your insurer know. Your reduced driving could cut 5 to 10 percent off your premiums.

9. Choose your car shrewdly. Vehicle damage is the biggest cost for auto insurers, so premiums will vary by auto model. When comparing models, ask your insurer for premium quotes on the different models under consideration.

10. Manage teenage-driver risk. Adding a teenager to your policy can hike your costs by 50 to 100 percent. Make sure your child takes a safe-driving course before getting a license. Make it a rule that unsafe driving will mean loss of driving privileges.

Inform your insurer if the child isn't licensed or if your child is a college student residing more than 100 miles from your home and doesn't have a car.

PHOTO: ECHO/GETTY IMAGES

POOR FAIR GOOD VERY GOOD EXCELLENT

Brand	Reader Score	Claims Satisfaction	Price Satisfaction	Service Satisfaction
USAA Group	93	Excellent	Excellent	Excellent
Amica Mutual Insurance Company	92	Excellent	Good	Excellent
NJM Insurance Group (New Jersey Manufacturers Insurance Company)	90	Excellent	Excellent	Excellent
Erie Insurance Group	87	Very Good	Very Good	Very Good
Auto Club Enterprises Insurance Group	87	Very Good	Very Good	Very Good
Auto Club Insurance Association	87	Excellent	Very Good	Very Good
Auto-Owners Insurance Group of Companies	86	Very Good	Very Good	Very Good
Ameriprise Financial (IDS)	85	Very Good	Excellent	Good
State Farm Mutual Automobile Insurance Company	85	Very Good	Good	Good
State Auto Insurance Companies	84	Very Good	Good	Good
Mercury General Corporation	83	Very Good	Very Good	Good
Berkshire Hathaway (Geico)	83	Very Good	Very Good	Good
American Family Insurance Group	83	Very Good	Good	Good
Nationwide Mutual Insurance Company	83	Very Good	Good	Good
The Hartford Financial Services Group	82	Very Good	Very Good	Good
AAA Northern California, Nevada & Utah Insurance Exchange	82	Very Good	Very Good	Good
The Progressive Group of Insurance Companies	82	Very Good	Very Good	Good
Travelers	82	Very Good	Good	Good
Liberty Mutual Insurance	81	Very Good	Good	Good
MetLife	81	Very Good	Very Good	Good
Allstate Insurance Company	81	Very Good	Good	Good
Mapfre USA	81	Very Good	Good	Good
Hanover Insurance Group	80	Very Good	Good	Good
Farmers Insurance Group of Companies	80	Very Good	Good	Good

GUIDE TO THE RATINGS: These ratings are based on a 2014 survey of 64,872 Consumer Reports readers by the Consumer Reports National Research Center. Reader Score represents the weighted mean overall satisfaction score derived from 6-point satisfaction scales asked separately of consumers with claims and consumers without claims, respectively. Responses from consumers with claims were weighted more heavily. A reader score of 100 would mean all readers were completely satisfied; 80, very satisfied, on average; 60, fairly well satisfied. Differences of fewer than 4 points aren't meaningful. Each of these ratings is derived from mean scores on 5-point scales where consumers rated their insurance company's price and service relative to rival companies they researched. Scale categories include "Much Better," "Slightly Better," "Not Much Different," "Slightly Worse," and "Much Worse." Ratings are for insurance groups, which are composed in some instances of several affiliated companies. Ratings for companies within groups may vary, but group ratings represent the sum of experiences of Consumer Reports subscribers insured by the affiliated companies. Some companies offer insurance only in specific regions.

DID YOU KNOW

What is GAP Insurance?

Guaranteed Asset Protection, known as GAP, is often bundled with a loan or lease contract. This coverage is definitely worth having unless you own the car outright.

If your car is stolen or totaled while the lender still owns the vehicle, GAP pays the difference between what you owe on your loan or lease and what the car is worth. GAP is usually cheapest when it comes as a feature of the full insurance package covering a new car. As a stand-alone policy sold through car dealers, it may add $5 to $20 per month, depending on the value of the car and financing terms.

PHOTO: I LOVE IMAGES/GETTY IMAGES

Kia Sorento

Ratings & Reference

2016-17 Models

Subaru Impreza

What's Inside

80 **Vehicle Ratings**
See how vehicles compare in Overall Score, road-test score, predicted reliability, owner satisfaction, and fuel economy.

96 **Guide to Vehicle Profiles**
A handy reference on how to use the six sections that comprise the Vehicle Profiles.

98 **Vehicle Profiles**
Unbiased reviews of 252 models, along with quick-reference Report Cards and detailed reliability histories for most models.

224 **Road-Test Highlights**
Turn here for test data on performance, fuel economy, and more.

230 **Crash-Test Results**
Compare models' independent crash-test and rollover results, and availability of frontal-crash prevention features.

236 **Vehicle Dimensions**
Compare exterior and interior dimensions and cargo, payload, and towing capacities.

Standout Models by Category

Maybe you've already narrowed down your shopping list to a few new models and want to compare them in different areas. Or perhaps you're diving headfirst into the ocean of choices and want to compare sedans, SUVs, and more. No matter where you are in the buying process, this section will help you narrow your choices.

Hyundai Sonata Hybrid

Luxury Sedans

COMPACT: $35,000-$45,000
MIDSIZED: $40,000-$60,000
LARGE: $70,000-$110,000

PROS
Comfort, quietness, power, handling, fit and finish, advanced safety systems

CONS
Fuel economy, expensive to maintain when warranty ends, controls can be complex and distracting, tight rear seats in sporty models

Compact
GREAT VALUE
Buick Regal
Sporty
BMW 330i, Audi A4
Large
BMW 750i xDrive, Lexus LS 460L
Midsized
Audi A6 (3.0T), Infiniti Q70 (V6), Genesis G80 (3.8 AWD), Lexus GS 350
GREAT VALUE
Lexus ES 350, Lincoln MKZ 2.0 EcoBoost
FUEL-EFFICIENT
BMW 328d xDrive, Lexus ES 300h, Lincoln MKZ Hybrid

Lexus LS 460L

LUXURY-BRANDED CARS promise more of everything than mainstream brands do: comfort, quietness, safety gear, and panache. All of which comes wrapped in richer, more-supple interior materials.

Engine choices range from small turbocharged four-cylinders up to, and sometimes beyond, powerful V8s. Smaller sedans typically have impressive fuel economy, but mileage tends to go down as you move up in size. Many luxury sedans require premium fuel to boot.

But there is an increasing number of fuel-efficient hybrids, electrics, and diesels available.

One common gripe is these models often have a complicated control setup for the infotainment and associated in-car electronics. Those systems can be a chore to learn, a continuing distraction even when mastered, and prone to reliability problems.

Sedans

SUBCOMPACTS AND COMPACTS: $14,000-$30,000

PROS
Easy to park, maneuver, fuel economy, practicality (hatchback models), space for four adults, affordable

CONS
Tend to be noisy, some have performed poorly in IIHS narrow-offset crash test, typically slow, ride is usually jittery

Subcompact Cars
Honda Fit, Toyota Yaris iA
Compact Cars
BEST OVERALL
Chevrolet Cruze, Kia Forte, Mazda3

FUEL-EFFICIENT SEDANS/HATCHBACKS
Mazda3, Hyundai Elantra, Toyota Corolla, Toyota Prius, Toyota Corolla iM, Ford C-Max

Toyota Corolla

FOR COMMUTING, running errands, and zipping around town, a small car is often the most practical choice. Most compact cars today have the rear seat space once found in a midsized car. Subcompacts usually have room for just two passengers in the back.

This category runs from rudimentary economy models to premium cars. Thrifty models tend to get good fuel economy. But their elevated noise levels can leave your ears ringing even after short drives, and they have limited space for rear passengers and cargo. They usually have small four-cylinder engines, with fuel economy averaging from the high-20s to mid-30s mpg overall. Some models use turbocharging, which results in less noise and more power without a fuel economy penalty.

MIDSIZED: $22,000-$33,000

PROS
Comfortable ride, quiet, roomy interior, abundant power, space for five adults

CONS
Some have complicated controls and/or restricted visibility, limited cargo flexibility

BEST OVERALL
Kia Optima, Honda Accord, Toyota Camry, Subaru Legacy

BEST FUEL ECONOMY
Toyota Camry Hybrid, Hyundai Sonata Hybrid, Ford Fusion Hybrid, Mazda6, Honda Accord (4-cyl.)

Ford Fusion Hybrid

MIDSIZED SEDANS PROVIDE the best balance of performance, fuel economy, comfort, practicality, and affordability. Typically, base models have a four-cylinder engine, while higher trims come with a stronger engine, either a V6 or turbocharged four.

It's common for a fully-loaded mainstream sedan to approach luxury levels of features, which accounts for the large price spread between base and high-trim versions.

While all sedans are capable of seating five passengers, the center rear perch is often no place for an adult to spend much time. Most have rear seatbacks that fold down to expand cargo room, but check in advance to see if the space fits your needs.

LARGE: $35,000-$40,000

PROS
Interior space, quiet cabin, plush ride, large trunk

CONS
Harder to park, so-so fuel economy

BEST OVERALL
Chevrolet Impala, Toyota Avalon

Chevrolet Impala

IF YOU WANT extra stretch-out room, especially to accommodate rear-seat passengers, a large sedan capably fits the bill. These cars emphasize comfort rather than sharp handling. Fuel economy is usually so-so, with 22 mpg overall typical for the class.

Large sedans usually come loaded with features. They have plushly appointed cabins and abundant storage space. A cavernous, luggage-swallowing trunk is almost always a given, but many big cars don't offer fold-down rear seatbacks.

SUVs

COMPACT/SMALL: $20,000-$35,000
MIDSIZED: $30,000-$40,000
LARGE: $40,000-$60,000

PROS
Versatility, easy to park, agility, fuel economy, good interior and cargo space, ample power, composed ride, cabin quietness, third-row seat

CONS
Ride comfort & quietness typically not a strong suit, high price, mediocre fuel, economy, clumsy handling in largest truck-based models

Small
Subaru Forester, Toyota RAV4, Kia Sportage Nissan Rogue, Mazda CX-5 (2.5), Honda CR-V
FUEL-EFFICIENT
Toyota RAV4 Hybrid, Mazda CX-3, Honda HR-V

Midsized
THREE ROW
Toyota Highlander, Kia Sorento, Hyundai Santa Fe, Honda Pilot, Mazda CX-9
TWO ROW
Nissan Murano, Ford Edge, Hyundai Santa Fe Sport
FUEL-EFFICIENT
Toyota Highlander Hybrid

Large
FAMILY-FRIENDLY
Chevrolet Traverse, Ford Flex
TO TOW AND HAUL
Ford Expedition, Toyota Sequoia

Kia Sorento

Toyota RAV4

THE SUV IS FAST ON ITS way to becoming the de facto all-American car, thanks to its versatility, passenger space, available all-wheel drive, and ever-growing list of convenience and advanced safety features.

The best compact and small SUVs do all of that while handling well and delivering fairly good—if not stellar—fuel economy.

Many of these models are kid-friendly, meaning they are easy to get in or out from and have plenty of storage nooks.

Moving up to a midsized or large SUV brings additional passenger and interior storage room, optional or standard third-row seats, large cargo areas, and strong engines.

But fuel economy can suffer and the largest and most-powerful models can quickly get expensive when you start checking off the options list.

Many SUVs offer extensive safety features, but they are often bundled with pricey options packages or only on higher trim versions.

If you often carry seven or eight and don't have to tow, consider a minivan.

LUXURY COMPACT: $35,000-$45,000
LUXURY MIDSIZED: $45,000-$55,000
LUXURY LARGE: $60,000-$80,000

PROS
Plush accommodations, quiet, advanced safety tech, generous interior space

CONS
Tight rear seat (Compact models), complicated controls, price, fuel economy, reliability

Compact
Mercedes-Benz GLC300, BMW X3, Audi Q3, Audi Q5 2.0T, Acura RDX, Lexus NX, Porsche Macan

Midsized/Large
THREE ROW
Acura MDX, Audi Q7, BMW X5, Buick Enclave
TWO ROW
Lexus RX, Mercedes-Benz GLE350, Porsche Cayenne, Lexus RX 450h

Audi Q3

LUXURY SUVS DOUBLE-DOWN on the comforts and features that appeal to those buyers who want a more posh and polished driving experience. While many regular SUVs have upscale interiors and trim, even the base versions of luxury models typically include leather seating and wood trim. All-wheel drive is often standard.

Compact models are an alternative to a family sedan at a similar price, but sacrifice some ride comfort, noise isolation, rear-seat passenger space, and cargo room. Some models have fuel economy that is close to or on-par with non-luxury models.

Luxury midsized and large SUVs add in more creature comforts, high-tech infotainment systems, and advanced safety gear. Fuel economy with many of these isn't a high point, and the largest models can be a bit ungainly to drive and park.

Sports Cars

$30,000-$50,000+

PROS
Fast, fun, agile, stylish

CONS
Impractical, cramped, noisy, expensive to insure

Sports Cars
BMW M240i, Porsche 911, Chevrolet Corvette
Roadsters
Mazda MX-5 Miata
Fun Coupes
Toyota 86, Subaru BRZ
Muscle Cars
Chevrolet Camaro SS

Mazda MX-5 Miata

SPORTS CARS COME IN a range of styles and flavors. The classic sports car design is a compact, rear-wheel-drive, open-top roadster or fixed-roof coupe, but some four-door sedans undoubtedly qualify. So do some front- and all-wheel-drive cars, as do big American-style muscle cars. The best of the breed allow enthusiast drivers to have a rewarding driving experience by virtue of their handling agility, throttle response, and exhaust note. Other contenders merely look the part.

Wagons & Minivans

MINIVANS: $35,000-$40,000
WAGONS: $25,000-$40,000

PROS
Seven or eight seats, abundant luggage or cargo space, composed ride, quietness

CONS Minivans offer all-wheel drive, image for some shoppers

Wagons
ALL-WHEEL DRIVE
Subaru Outback
Minivans
Honda Odyssey, Toyota Sienna

Honda Odyssey

MINIVANS GET A bad rap. Widely scorned as trite emblems of boring suburbia, minivans are actually a better bet for many than an SUV on several grounds. With comfortable seating for five—and room for seven or eight—minivans are not only great for hauling a passel of kids but also unbeatable at schlepping mountains of cargo.

The better vans are also quiet, comfortable, and reasonably agile. Only one, the Toyota Sienna, currently offers all-wheel drive.

Wagons are a small niche market these days, but they can be an excellent alternative for people who want the utility of a small-to-medium sized SUV without the high step-up and bulkiness most SUVs bring with them.

Pickup Trucks

MIDSIZED AND FULLSIZED:
$35,000-$50,000

PROS
Unbeatable hauling and towing capacities, Versatility

CONS
Fuel thirsty, Bulky size, Exposed cargo area
High cost

Compact Pickups
Honda Ridgeline

Honda Ridgeline

MODERN PICKUPS CAN be as full-featured and as quiet inside as luxury cars, and the popular full-sized (half-ton) pickups can cost as much as one. Endless permutations of cab, bed, and engine choices make them infinitely adaptable for both work-related and family-car needs. The challenge here is to not over-buy for your needs.

Vehicle Ratings

These charts provide a quick reference guide to all of the vehicles that Consumer Reports has recently tested. At a glance, you can see how each vehicle matches up with its competitors.

Honda Accord

Guide to the Charts

Price as tested is the sticker price at the time of purchase of our test vehicle, including an automatic transmission (unless otherwise noted) and typical equipment.

Overall Score accounts for a vehicle's performance in our road tests, results from our reliability and owner satisfaction surveys, the availability of a frontal crash-prevention system, and, if applicable, crash tests performed by the National Highway Traffic Safety Administration and the Insurance Institute for Highway Safety. For more information on safety and crash-test performance, see page 186.

Survey results include predicted reliability, our forecast of how well a new car will hold up based on its recent history from our 2016 Annual Auto Survey. The survey includes owner satisfaction, which is based on the percentage of subscribers who say they would definitely buy or lease their vehicle again. Reliability and owner satisfaction predictions for new or redesigned models are based on other models from the manufacturer and the history of the previous generation. A model that is based on limited data for either category is identified with an asterisk (*). For more information on vehicle reliability, see page 8.

Road-test score is based on results from more than 50 objective and subjective tests and evaluations performed at our 327-acre Auto Test Center, located in central Connecticut.

Overall MPG is the overall miles per gallon a vehicle achieved in Consumer Reports' fuel-economy tests, reflecting a mix of city and highway driving.

Highs and lows give a quick summary of a model's notable strengths and weaknesses.

Key to the Ratings

The vehicles are divided by category and ranked according to their Overall Scores. Some models are included in multiple categories, as appropriate. Sometimes we also include vehicles that are viable alternatives to those in a specific category. **Recommended vehicles** are those that meet Consumer Reports' stringent testing, reliability, and safety standards.

To earn our Recommendation, noted with a ✔, vehicles must perform well in our testing; have average or better reliability; and perform adequately if included in government or industry safety tests. In addition, pickups and SUVs must not have tipped up in the government's rollover test, if evaluated. Models with subpar crash-test results are identified by (!).

Why Some Vehicles Are Not in the Ratings

These models have been redesigned or extensively freshened since our last test, and they are scheduled to be included in future road tests: Audi Allroad, Kia Cadenza, Lincoln MKT, Mercedes-Benz SLC, Nissan Armada, Porsche Panamera, and the Subaru Impreza. For updates, check a future issue of Consumer Reports Cars or ConsumerReports.org.

⚠ Alert: This vehicle can be outfitted with a semi-autonomous driving package. Consumer Reports believes automakers should take stronger steps to ensure that vehicles with those systems are designed, deployed, and marketed safely. Please heed all warnings, and keep your hands on the wheel.

WORSE BETTER

RECOMMENDED

Honda Fit

Ford C-Max

Rec.	Make & Model	Price As tested	Overall Score	Survey Results: Predicted Reliability	Survey Results: Owner Satisfaction	Test Results: Road Test Score	Test Results: Overall MPG	Highs	Lows
	ELECTRIC CARS/PLUG-IN HYBRIDS								
✓	**Tesla Model S** P85D** ⚠	$127,820	88	–	⇈	100	87[1]	Energy efficiency, acceleration, handling, big touchscreen, luggage capacity, optional third-seat, standard forward-collision avoidance.	Limited range, access, visibility, controls, reduced ride comfort and quietness with 21-inch tires.
✓	**BMW i3** Giga	$50,450	75	–	–	79	139[1]	Energy efficiency, acceleration, agility, reduced range anxiety with optional gasoline engine.	Long trips require frequent fill-ups, seats only four, rear-seat access, cargo space, stingy instrumentation.
✓	**Ford C-Max** Energi	$34,940	73	–	↑	77	94[1]/37[2]	Fuel economy, ride, handling, quietness, access, maximizes electric mode.	Grabby brakes, battery robs cargo area, expensive to get rear camera.
!	**Nissan Leaf** S	$29,860	67	↑	–	71	106[1]	Running costs, ride, instant power delivery, quietness, access, turning circle.	Poor IIHS small overlap crash-test results, limited range, high-pitched whine, no telescoping wheel, agility.
	Chevrolet Volt LT	$35,890	54	⇊	⇈	70	105[1]/38[2]	Can be electric without range anxiety, ride, quietness, controls.	Reliability, visibility, tight rear-seat, front-seat comfort, driving position, access.
	Ford Focus Electric	$40,990	50	⇊	↓	72	107[1]	Fun to drive, handling, ride, instant power delivery, quietness.	Reliability, touchy throttle and brake pedal, battery takes up trunk space, rear seat, limited range.
	Mitsubishi i-MiEV SE	$33,630	44	–*	↓*	35	111[1]	Low energy consumption, parking ease, turning circle.	Short range, weak heat, acceleration, ride, agility, driving position, Spartan interior, complicated radio.
	CARS: SUBCOMPACT								
✓	**Toyota Yaris** iA	$17,570	67	⇈*	–*	60	35	Fuel economy, agility, standard front-collision mitigation.	Noise levels, infotainment learning curve, tight rear seat, wet braking.
✓	**Honda Fit** EX	$19,025	66	–	↑	67	33	Fuel economy, interior room, versatility, handling, access, standard rear camera.	Ride, noise, confusing uplevel audio system.
✓	**Chevrolet Sonic** LT (1.8L)	$17,290	64	–	⇊	66	28	Braking, trunk, quick and quiet for class.	Fuel economy, darty steering, narrow driving position, seat comfort.
	Nissan Versa Note SV	$17,495	62	↑	⇊	61	31	Space, access, versatility, fuel economy, controls, reliability.	Driving position, unsupportive front seats, acceleration.
!	**Hyundai Accent** SE	$16,050	61	↑	↓	65	31	Fuel economy, transmission, secure handling, controls, long warranty.	Poor IIHS small overlap crash-test results, ride, noise.
	Toyota Prius C Two	$20,850	63	↑	–	55	43	Fuel economy, smooth transmission, turning circle, relatively roomy rear seat for two, standard forward-collision avoidance.	Acceleration, ride, noise, driving position, rear visibility, fit and finish.
	Kia Rio EX	$17,275	60	–*	⇊*	64	30	Transmission, controls, equipment levels.	Ride, noise.
	Toyota Yaris LE	$17,290	57	⇈*	–*	47	32	Fuel economy, roomy rear seat, turning circle, standard forward-collision avoidance.	Noise, ride, driving position, front-seat comfort, fit and finish, rear visibility.
	Nissan Versa SV (sedan)	$15,490	56	–*	⇊	56	32	Fuel economy, rear seat, trunk.	Handling, engine noise, front-seat comfort, fit and finish.
	Chevrolet Spark 1LT	$16,660	50	–*	–*	47	33	Easy to park, braking, fuel economy.	Acceleration, ride, noise, seat comfort, driving position.
	Ford Fiesta SE (hatchback, 4-cyl. MT)	$17,795	48	⇊	↓	66	32	Handling, braking, ride, relatively quiet, fuel economy, turning circle.	Reliability, some controls, rear seat, rear visibility, narrow power band, relatively expensive.
	Ford Fiesta SE (3-cyl., MT)	$18,720	47	⇊	↓	66	35	Handling, ride, relatively quiet, fuel economy, turning circle.	Reliability, acceleration, braking, rear seat, some controls.

[1] Miles-per-gallon equivalent (MPGe). [2] Miles-per-gallon when running on gas.
! Caution, subpar crash-test results. * Based on limited data.**Powertrain has changed since last test.

Rec.	Make & Model	Price As tested	Overall Score	Survey Results: Predicted Reliability	Survey Results: Owner Satisfaction	Test Results: Road Test Score	Test Results: Overall MPG	Highs	Lows
	CARS: SUBCOMPACT (Continued)								
	Ford Fiesta SE (sedan, 4-cyl.)	$16,595	46			64	33	Handling, ride, relatively quiet, fuel economy, turning circle.	Reliability, acceleration, rear seat, some controls, rear visibility.
	Smart ForTwo Passion	$18,730	41	*	*	41	36	Easy parking, access, turning circle, fuel economy.	Ride, noise, acceleration, idle vibration, hesitation off the line, requires premium fuel.
	Mitsubishi Mirage ES	$16,050	37	*	*	29	37	Fuel economy, turning circle, relatively roomy rear seat, hatchback versatility, feature content.	Handling, noise, vibration, acceleration, feels cheap and insubstantial.
	CARS: SMALL 2-DOOR								
✓	**Hyundai Veloster** (base, MT)	$20,340	63	*	*	67	31	Handling, fuel economy, extra door, turning circle, long warranty.	Ride, noise, lacks low-end torque, rear visibility, rear seat.
	Mini Cooper (base, AT)	$27,400	58			68	31	Handling, fuel economy, thick option list allows personalization.	Reliability, rear seat, some controls, expensive rear camera, gets pricey, 3-cylinder engine a bit gruff, premium fuel.
	Volkswagen Beetle 1.8T (AT)	$22,485	46			59	27	Cuteness, nostalgia, controls.	Reliability, wind noise, on-limit handling, rear seat, no curtain air bags.
	Fiat 500C Pop (MT)	$21,000	44			52	34	Fuel economy, agility, shifter, front access, clever top design.	Reliability, acceleration, ride, driving position, front-seat comfort, rear visibility, trunk.
!	**Fiat 500** Sport (MT)	$18,600	40			54	33	Handling, shifter, fuel economy, front access.	Reliability, poor IIHS small overlap crash-test results, acceleration, ride, noise, seats, driving position, controls.
	CARS: COMPACT								
✓	**Toyota Prius** Three	$27,323	81			75	52	Fuel economy, hatchback versatility, ride, reliability, standard forward-collision avoidance.	Rear visibility, acceleration, seat comfort, insubstantial for price, odd shifter and gauges.
✓	**Chevrolet Cruze** LT	$23,145	78			77	30	Ride, quietness, among roomiest in class, reliability.	Front seat support, rear visibility.
✓	**Toyota Prius V** Three	$28,217	76			73	41	Fuel economy, transmission, rear seat, access, cargo room, ride, reliability.	Acceleration, agility, engine noise, complicated radio.
✓	**Toyota Corolla** LE	$20,652	75			71	32	Ride, fuel economy, interior space, large trunk, secure emergency handling, reliability, value, standard forward-collision avoidance.	Lackluster handling, inconsistent interior quality, too easy to turn off daytime running lights.
✓	**Ford C-Max** Hybrid SE	$26,685	73			77	37	Fuel economy, ride, handling, quietness, access, utility.	Some controls, grabby brakes, small cargo area, expensive to get rear camera.
✓	**Kia Forte** LX**	$19,570	72			78	28	Ride, braking, controls, relatively roomy rear seat.	Agility, low rear seat.
✓	**Mazda3** Grand Touring (hatchback, 2.0L, MT)	$24,040	72			73	32	Handling, fuel economy, transmission, high-end options.	Ride, noise, rear seat, rear visibility, cumbersome infotainment system, relatively pricey.
✓	**Mazda3** Touring (2.0L)	$21,740	72			72	33	Handling, fuel economy, transmission, high-end options.	Ride, noise, rear seat.
✓	**Kia Soul** Plus	$24,115	71			74	26	Handy size, inexpensive upscale features, access, controls, braking.	Stiff ride, limited cargo room with rear seat up.
✓	**Toyota Corolla** iM	$19,995	70	*	*	64	31	Agility, fuel economy, hatchback versatility, well-equipped for price, standard forward-collision avoidance.	Acceleration, engine noise, rear seat, rear visibility, lacks common options.
✓	**Hyundai Elantra** SE	$20,090	69	*		66	33	Relatively roomy, easy controls, fuel economy, long warranty.	Engine noise, ride, front-seat comfort.
	Volkswagen Golf Wolfsburg (1.8T)	$25,315	64			82	28	Ride, handling, quietness, braking, easy infotainment system, hatchback versatility.	Reliability, noisy rear view camera, a bit pricey.
	Mitsubishi Lancer ES	$17,515	61	*	*	62	25	Agility, steering, controls.	Noise, fit and finish, braking, fuel economy.
	Nissan Sentra SV	$20,125	61			62	31	Braking, fuel economy, spacious rear seat, access, lots of features for the money	Ride, noise, fit and finish, front-seat comfort.
	Volkswagen Jetta SE (1.4T)	$21,235	59			79	32	Agility, acceleration, refined engine, fuel economy, rear seat, large trunk, visibility.	Reliability, ride, lackluster interior finish.
	Honda Civic LX	$20,275	58			76	32	Fuel economy, ride, handling, interior storage.	Reliability, awkward access, front seat comfort.

WORSE BETTER

RECOMMENDED

Rec.	Make & Model	As tested	Overall Score	Survey Results: Predicted Reliability	Survey Results: Owner Satisfaction	Test Results: Road Test Score	Test Results: Overall MPG	Highs	Lows
	CARS: COMPACT (Continued)								
	Mini Clubman Base (1.5T)	$31,550	57			67	28	Handling, roomier than any other Mini, thick option list allows personalization.	Ride, noise, visibility, controls have a learning curve.
	Honda Civic EX-T	$23,035	57			75	31	Fuel economy, ride, handling, interior storage.	Reliability, awkward access, front-seat comfort, complicated infotainment for EX and higher trims.
	Dodge Dart SXT (2.4L)	$22,025	56	*	*	68	27	Handling, braking, easy to use Uconnect screen.	Engine clatter at idle, seat comfort, fit and finish.
	Ford Focus SE (2.0L)	$20,485	47			67	29	Agility, ride, quietness.	Reliability, Snug interior, transmission causes low-speed vibration.
	Ford Focus SE (1.0T)	$21,455	45			62	29	Agility, ride, quietness.	Reliability, Snug interior, slow acceleration without any fuel-economy benefit.
!	**Fiat 500L****	$24,595	35			50	27	Roomy interior, handy size, access.	Reliability, poor IIHS small overlap crash-test results, stiff ride, touchy brake pedal, front seats, driving position.
	CARS: MIDSIZED								
✓	**Kia Optima** EX (2.4L)	$25,860	85			86	28	Roomy interior, seat comfort, controls, braking, fuel economy, lots of equipment for price, reliability.	Expensive to get active safety equipment, too easy to turn off DRL, low dash vents.
✓	**Toyota Camry** Hybrid XLE	$29,052	85			87	38	Fuel economy, ride, powertrain, interior room, reliability.	Too easy to turn off the daytime running lights.
✓	**Toyota Camry** XLE (V6)	$32,603	84			86	26	Ride, fuel economy, powertrain, acceleration, interior room, reliability.	Too easy to turn off the daytime running lights.
✓	**Toyota Camry** LE (4-cyl.)	$24,089	83			84	28	Ride, powertrain, fuel economy, interior room, reliability.	Too easy to turn off the daytime running lights.
✓	**Honda Accord** LX (4-cyl.)	$23,270	82			85	30	Fuel economy, powertrain, handling, roomy interior, visibility, driving position, controls.	Complicated optional radio, ride a bit choppy.
✓	**Honda Accord** EX-L (V6)	$30,860	81			84	26	Fuel economy, powertrain, handling, roomy interior, visibility, driving position.	Complicated optional radio, ride a bit choppy.
✓	**Subaru Legacy** 2.5i Premium	$24,837	79			89	26	Ride, handling, braking, transmission, fuel economy, visibility, controls, standard AWD.	Hard to read clock and temperature, acceleration, touchy throttle.
✓	**Ford Fusion** SE (1.5T)	$27,720	77			81	24	Agility, ride, quietness, fun to drive, braking.	Fuel economy, visibility, slightly snug cabin, small trunk opening.
✓	**Mazda6** Sport	$23,590	77			79	32	Fuel economy, agility, transmission.	Noise, ride, snug interior, low dash vents, cumbersome infotainment system, Sport trim lacks power seat.
✓	**Ford Fusion** SE Hybrid	$28,290	76			80	39	Fuel economy, agility, ride, quietness, fun to drive, powertrain.	Visibility, touchy brakes, slightly snug cabin, small trunk opening.
✓	**Chevrolet Malibu** 1LT (1.5T)	$26,790	76			80	29	Ride, quietness, controls, fuel economy.	Raspy 1.5-liter turbo, front seat comfort, so-so visibility.
✓	**Chevrolet Malibu** Hybrid	$26,790	75			79	41	Fuel economy, ride, quietness, controls.	Front seat comfort, so-so visibility.
✓	**Ford Fusion** Titanium (2.0T)	$33,180	75			78	22	Agility, ride, quietness, fun to drive, braking.	Fuel economy, visibility, slightly snug cabin, small trunk opening.
✓	**Hyundai Sonata** Hybrid SE	$26,950	74			80	39	Fuel economy, ride, spacious interior, rear seat, controls, long warranty.	Low tire grip hurts cornering and braking, too easy to turn off daytime running lights.
✓	**Hyundai Sonata** SE (2.4L)	$23,315	73			78	28	Spacious rear seat, ride, transmission, controls, fuel economy, long warranty.	Low tire grip hurts cornering and braking, too easy to turn off daytime running lights.
	Nissan Altima 3.5 SL	$31,610	72			80	24	Acceleration, rear seat, controls.	Agility, ride.
	Nissan Altima 2.5 SV	$26,890	67			71	29	Rear seat, controls, fuel economy	Unsettled ride, overly light steering.
	Volkswagen Passat SE (1.8T)	$27,485	65			82	28	Interior room, rear seat, trunk, access, agility, braking, fuel economy, standard forward-collision avoidance.	Reliability, transmission refinement at low speeds.
	Volkswagen Passat SEL Premium (V6)	$33,720	64			79	23	Ride, handling, acceleration, interior room, rear seat, access, standard forward-collision avoidance.	Reliability, fuel economy, premium fuel.
	Chrysler 200 C (V6)	$33,620	49			66	25	Powerful V6, controls.	Reliability, agility, access, rear-seat head room, visibility.
	Chrysler 200 Limited (4-cyl.)	$25,790	47			63	30	Fuel economy, controls.	Reliability, transmission, ride, touchy brakes, agility, access, rear-seat head room, visibility.

[1] Miles-per-gallon equivalent (MPGe). [2] Miles-per-gallon when running on gas.
! Caution, subpar crash-test results. * Based on limited data.**Powertrain has changed since last test.

Rec.	Make & Model	Price (As tested)	Overall Score	Survey Results: Predicted Reliability	Survey Results: Owner Satisfaction	Test Results: Road Test Score	Test Results: Overall MPG	Highs	Lows
	CARS: LARGE								
✓	**Chevrolet Impala** 2LTZ (3.6)	$39,110	84			91	22	Ride, handling, braking, quietness, spacious cabin and trunk, advanced electronic safety features.	Rear visibility.
✓	**Toyota Avalon** Limited (V6)	$42,010	83			80	24	Ride, quietness, acceleration, fuel economy, rear seat, reliability, standard forward-collision avoidance.	Agility, too easy to turn daytime running lights off.
✓	**Hyundai Azera**	$37,185	80			80	23	Quiet and spacious interior, fit and finish, front-seat comfort, standard features, long warranty, reliability.	Lackluster handling.
✓	**Nissan Maxima** Platinum	$41,995	72			81	25	Acceleration, fuel economy, controls, fit and finish.	Ride, steering, engine noise, access, snug driving position, visibility, rear-seat room.
✓	**Chrysler 300** C (V8)	$45,650	71			84	20	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	None.
✓	**Chrysler 300** Limited (V6)	$38,335	71			83	22	Acceleration, transmission, ride, quietness, seat comfort, fit and finish.	Headlights.
	Ford Taurus Limited (3.5, V6)	$37,885	65			72	21	Quietness, trunk space.	Visibility, driving position.
	Dodge Charger R/T Plus (V8)	$40,375	61			85	20	V8 sound and power, transmission, easy-to-use infotainment system.	Reliability, visibility, access.
	Dodge Charger SXT (V6)	$34,510	60			82	22	Transmission, quietness, ride, interior room, feature content.	Reliability, visibility, access.
	CARS: LUXURY ENTRY-LEVEL								
✓	**Buick Verano** Leather (2.4)	$27,750	76			73	24	Quietness, transmission, braking, reliability.	Front-seat comfort, tight rear-seat, narrow driving position.
✓	**Lexus CT** 200h Premium	$32,012	71			65	40	Fuel economy, secure handling, reliability.	Ride, noise, acceleration, snug interior, rear visibility, cargo space.
✓	**Volkswagen CC** Sport (2.0T)	$32,800	70	*	*	78	26	Agility, ride, fit and finish.	Visibility, access, tight rear seat.
	Audi A3 Premium**	$31,495	69			77	27	Handling, feels solid, braking, standard forward-collision avoidance.	Reliability, rear seat, some controls, pricey for size, headlights.
	Acura ILX Premium	$30,820	64			61	28	Fuel economy.	Stiff ride, loud cabin, access, controls, overpriced for what you get.
	Volkswagen Jetta GLI SE (MT)	$27,740	57			74	27	Handling, powertrain, rear seat, large trunk.	Reliability, long clutch travel.
	Mercedes-Benz CLA250	$36,500	56	*		64	28	Braking, fuel economy, fit and finish, standard forward-collision avoidance.	Reliability, ride, noise, cramped interior, uneven power delivery, visibility, access, small trunk opening.
	CARS: LUXURY COMPACT								
✓	**Audi A4** Premium Plus	$48,890	85	*		88	27	Ride, handling, quietness, transmission, fit and finish, front seat comfort, fuel economy, standard forward-collision avoidance.	Controls take getting used to, unintuitive shifter, tight rear seat.
✓	**Buick Regal** Premium I	$34,485	81			83	24	Acceleration, ride, handling, braking, controls.	Rear seat, rear visibility.
✓	**BMW 328d** xDrive	$50,475	78			86	35	Handling, ride, fuel economy, transmission, front seat comfort, fit and finish, visibility.	Tight rear seat, some controls, diesel-engine noise, pricey options.
✓	**BMW 330i** xDrive	$51,745	78			86	26	Handling, transmission, seat comfort, fit and finish, fuel economy.	Some controls, choppy ride.
✓	**Volvo S60** T5	$39,925	73			80	25	Transmission, braking, fuel economy, front-seat comfort, standard forward-collision avoidance.	Ride, rear seat, rear visibility.
	Mercedes-Benz C300 (4MATIC) ⚠	$47,560	71			85	26	Ride, handling, acceleration, quietness, fuel economy, front-seat comfort, fit and finish, standard forward-collision avoidance.	Reliability, controls, price.
	Infiniti Q50 3.0t Premium (AWD)	$48,775	71			85	22	Acceleration, agility, braking, visibility.	Reliability, cumbersome infotainment system, small trunk.
	Lexus IS300 (AWD)	$48,149	66			56	20	Powertrain refinement, reliability, standard forward-collision avoidance.	Cramped interior and driving position, ride, road noise, lackluster handling, fuel economy, controls, access.
	Cadillac ATS Luxury (turbo)**	$43,295	60			79	23	Handling, fun to drive, acceleration, braking, fit and finish, front-seat comfort.	Reliability, CUE, tight interior, small trunk, turbo lacks refinement, access.

⚠ Alert: This vehicle can be outfitted with a semi-autonomous driving package. Consumer Reports believes automakers should take stronger steps to ensure that vehicles with those systems are designed, deployed, and marketed safely. Please heed all warnings, and keep your hands on the wheel.

WORSE — BETTER

RECOMMENDED

Rec.	Make & Model	Price As tested	Overall Score	Survey Results: Predicted Reliability	Survey Results: Owner Satisfaction	Test Results: Road Test Score	Test Results: Overall MPG	Highs	Lows
	CARS: LUXURY COMPACT (Continued)								
	Acura TLX 2.4L	$35,920	58			79	27	Powertrain, fuel economy, braking.	Reliability, annoying audio controls, lacks panache.
	Acura TLX SH-AWD	$42,345	55			75	25	Acceleration, fuel economy, braking.	Reliability, transmission and shifter, annoying audio controls, lacks panache.
	CARS: LUXURY MIDSIZED								
✓	**Infiniti Q70** (V6)	$53,825	88			90	21	Acceleration, transmission, agility, braking, fit and finish, reliability.	Busy dashboard, overbearing electronic safety aids.
✓	**Lexus GS** 350**	$58,858	85			83	21	Quietness, ride, powertrain, front-seat comfort, fit and finish, visibility, reliability, standard forward-collision avoidance.	Fussy controls.
✓	**Audi A6** 3.0 Premium Plus Quattro	$56,295	84			90	22	Powertrain, handling, ride, quietness, fuel economy, front seat comfort, fit and finish, high-tech features.	Controls take getting used to, turning circle.
✓	**Infiniti Q70** Hybrid	$58,655	83			83	25	Fuel economy, acceleration, fit and finish, reliability.	Abrupt transition between electric and gas modes, touchy brake pedal, trunk.
✓	**Lexus ES** 350	$43,702	82			78	25	Acceleration, fuel economy, drive-train, quietness, front-seat comfort, reliability, standard forward-collision avoidance.	Lackluster handling, controls.
✓	**Lincoln MKZ** 2.0 EcoBoost**	$41,990	82			88	23	Handling, ride, quietness.	Visibility, snug interior, hidden exterior trunk release.
✓	**Lincoln MKZ** Hybrid	$41,990	82			88	34	Handling, ride, quietness, fuel economy.	Visibility, snug interior, hidden exterior trunk release.
✓	**Lexus ES** 300h	$44,017	81			77	36	Fuel economy, hybrid drivetrain, quietness, front-seat comfort, reliability, standard forward-collision avoidance.	Lackluster handling, controls, touchy brake pedal.
✓	**Cadillac CT6** Luxury (3.6, AWD)	$64,485	81	*	*	95	22	Agility, ride, braking, quietness, seat comfort, interior room, fit and finish.	Some controls, low dash vents, scant in-cabin storage.
✓	**Genesis G80** 3.8 (AWD)	$52,450	80			89	20	Ride, braking, quietness, slick powertrain, plush interior, standard forward-collision avoidance.	Overzealous lane-keeping assist.
✓	**Buick LaCrosse** Essence	$43,225	79	*	*	85	24	Ride, quietness, acceleration, braking, roomy interior, infotainment system.	Unintuitive gear selector, agility.
✓	**Mercedes-Benz E300** 4Matic ⚠	$69,585	78	*	*	85	24	Agility, braking, fuel economy, quietness, front seat comfort, fit and finish.	Unintuitive controls, tight rear seat and rear access.
✓	**Cadillac XTS** Premium	$57,200	77			82	22	Roomy interior and trunk, seat comfort, fit and finish, quietness, braking, transmission.	Frustrating CUE control interface, ride not plush enough, visibility, small trunk opening.
	Acura RLX Tech	$55,345	75			75	23	Spacious and plush interior, seat comfort, braking, standard forward-collision avoidance.	Ride, agility, complicated controls, suspension noise.
	Chevrolet SS	$47,170	74	*	*	87	17	Acceleration, handling, braking, exhaust note, interior room, controls, feature content, standard frontal collision warning.	Fuel-thirsty, no exterior trunk release, summer tires are unusable in snow.
	BMW 535i	$58,375	73			81	23	Powertrain, acceleration, ride, quietness, fit and finish, front seat comfort.	Disappointing handling, controls.
	Cadillac CTS Luxury (V6, AWD)	$58,780	71			83	22	Agility, fun to drive, front seats, plush interior, braking.	Complicated CUE controls, rear seat, trunk.
	Jaguar XF Prestige (V6)	$66,586	66	*	*	83	21	Ride, agility, acceleration, braking, transmission, front-seat comfort.	So-so infotainment system, snug interior, expensive to get advanced safety features, weak A/C.
	Volvo S90 T6 Momentum (AWD) ⚠	$61,855	61	*	*	73	23	Seat comfort, fit and finish, standard forward collision avoidance.	Ride comfort, coarse engine noise, unintuitive controls.
	Maserati Ghibli S Q4	$89,010	51	*	*	71	19	Exhaust sound, steering feedback, braking, acceleration, transmission, fit and finish.	Ride, initial turbo lag, wind noise, rear seat, access, touchy brake pedal, fussy shifter.
	CARS: ULTRA LUXURY								
✓	**BMW 750i** xDrive ⚠	$110,645	89	*		99	21	Ride, quietness, powertrain, seat comfort, room, fit and finish, lots of high-tech features, fuel economy.	Narrow trunk, learning curve for controls.
✓	**Tesla Model S** P85D** ⚠	$127,820	88			100	87[1]	Energy efficiency, acceleration, handling, luggage capacity, optional third-seat, standard forward-collision avoidance.	Limited range, access, visibility, controls, reduced ride comfort and quietness with 21-inch tires.

* Based on limited data.**Powertrain has changed since last test.

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	CARS: ULTRA LUXURY (Continued)								
✓	**Lexus LS** 460L	$82,504	87	⇈	⇈	89	21	Acceleration, ride, powertrain, fuel economy, quietness, interior room, fit and finish, seat comfort, reliability.	Agility, fussy controls.
✓	**Audi A8** L**	$91,275	85	^*	^	91	21	Handling, acceleration, transmission, braking, seat comfort, quietness, fit and finish, fuel economy, high-tech features.	Controls take getting used to, small trunk.
	Mercedes-Benz S550 (4MATIC) ⚠	$114,475	73	⇊	^	96	18	Most comfortable riding car, quietness, acceleration, braking, interior room, seat comfort, fit and finish, standard forward-collision avoidance.	Reliability, complicated and distracting controls, price.
	Jaguar XJL Portfolio**	$81,575	66	v*	^*	82	19	Acceleration, transmission, handling, ride, quietness, seat comfort, fit and finish.	Trunk, some controls, access, rear visibility.
	SPORTS/SPORTY CARS OVER $40,000 EQUIPPED WITH MANUAL TRANSMISSION								
✓	**BMW M235i**	$50,400	92	⇈	^	98	25	Acceleration, handling, braking, front-seat comfort, quietness, reliability.	Rear seat room, some controls.
✓	**Chevrolet Corvette** Stingray 3LT	$73,260	83	–	⇈	92	20	Acceleration, handling, braking, engine sound, controls, fit and finish, performance for the price.	Ride, noise, access, visibility, shifter.
✓	**Porsche 911** Carrera S**	$110,630	82	–*	⇈	95	23	Acceleration, handling, braking, engine sound, visibility, fit and finish, handy small rear seat.	Ride, noise, access, controls.
✓	**Porsche 718 Boxster** (base)	$69,970	82	–*	⇈*	95	26	Acceleration, handling, braking, fit and finish, quick top-operation, top works while moving.	Ride, noise, access, controls, visibility with top down.
✓	**Audi TT** 2.0T (AT)	$50,600	81	^*	^*	84	26	Agility, braking, front seat comfort, fit and finish, fuel economy, hatchback versatility, high-tech features.	Controls take getting used to, ride, access, tiny rear seat.
✓	**Chevrolet Camaro** 2SS (V8)	$47,020	76	–*	⇈	85	20	Acceleration, handling, braking, styling.	Visibility, tight interior, low dash vents.
	BMW Z4 sDrive28i	$55,225	71	–*	^*	74	28	Acceleration, fuel economy, braking.	Short on sporty feel, ride, noise, tight quarters, access.
	Ford Mustang GT Premium (V8)	$43,295	62	⇊	⇈	84	19	Handling, acceleration, braking, interior details, exhaust note.	Reliability, rear seat, ride.
	Dodge Challenger R/T Plus (V8)	$40,860	53	⇊	⇈	70	20	Braking, exhaust note, infotainment system, habitable rear seat, brawn.	Reliability, ride, noise, visibility, wide-hipped around town.
	SPORTS/SPORTY CARS UNDER $40,000 EQUIPPED WITH MANUAL TRANSMISSION								
✓	**Mazda MX-5 Miata** Club	$29,905	79	^	⇈	80	34	Agility, shifter, fuel economy, easy manual top.	Ride, noise, tight quarters, cumbersome infotainment system, access.
✓	**Nissan 370Z** Touring (coupe)	$38,565	75	–*	–*	81	23	Acceleration, handling, braking, fit and finish.	Ride, noise, visibility, access.
✓	**Subaru BRZ** Premium	$27,117	73	–*	–*	79	30	Driving fun, handling, braking, fuel economy.	Ride, noise, access, vestigial rear seating.
✓	**Toyota 86**	$25,025	73	–*	–*	78	30	Driving fun, handling, braking, fuel economy.	Ride, noise, access, vestigial rear seating.
	Volkswagen GTI Autobahn	$31,730	71	v	^	82	29	Agility, fuel economy, seat comfort, quiet cabin, hatchback versatility.	Reliability, limited rear-view camera availability, gets pricey.
	Mini Cooper S	$29,945	66	v	^	81	30	Handling, fuel economy, manual shifter, thick option list allows personalization.	Reliability, rear seat, some controls, expensive rear camera, gets pricey, 3-cylinder engine a bit gruff, premium fuel.
	Buick Cascada Premium	$37,385	60	^*	^*	53	22	Well-insulated top, opens/closes on the go, seats four, nice details.	Visibility, dated controls, ride, fuel economy, long doors.
	Subaru WRX Premium	$29,742	59	v	^	75	26	Acceleration, cornering grip, braking, four-door practicality, visibility.	Hard ride, constant engine drone, stiff clutch, clunky shifter, turbo lag.
	Ford Mustang Premium (4-cyl., AT)	$33,080	58	⇊	⇈	76	25	Handling, braking, fuel economy, interior details.	Reliability, rear seat, noise, raspy engine sound.
	Fiat 500 Abarth	$26,050	52	⇊	v	66	28	Invigorating exhaust note, agility, braking, fuel economy.	Reliability, noise, ride, steering feel, driving position, controls, tiny rear seat and cargo area, rear visibility, turning circle.
	Ford Fiesta ST	$24,985	52	⇊	v	74	29	Handling agility, effortless power delivery, sound, braking, fuel economy, fun-to-drive.	Reliability, ride, snug optional Recaro seats.
	Ford Focus ST	$28,270	51	⇊	v	74	26	Handling, fun to drive, acceleration, braking, relatively civilized as a daily driver.	Reliability, driving position, snug Recaro seats, some torque steer, turning circle.

⚠ Alert: This vehicle can be outfitted with a semi-autonomous driving package. Consumer Reports believes automakers should take stronger steps to ensure that vehicles with those systems are designed, deployed, and marketed safely. Please heed all warnings, and keep your hands on the wheel.

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	WAGONS (ALL-WHEEL DRIVE)								
✓	**Subaru Outback** 3.6R Limited	$36,835	75			85	22	Ride, fuel economy, visibility, controls, access, practicality, standard AWD.	Hard-to-read clock and temperature.
✓	**Subaru Outback** 2.5 Premium	$28,852	73			82	24	Ride, fuel economy, visibility, controls, access, practicality, standard AWD.	Hard-to-read clock and temperature, acceleration, touchy throttle.
	Volvo V60 Cross Country	$46,475	68			73	21	Transmission, braking, plush cabin, front-seat comfort, safety features.	Ride, rear visibility, tight rear seat and cargo area, headlights, no standard rear camera, value.
	MINIVANS								
✓	**Toyota Sienna** XLE (FWD)**	$35,810	80			80	20	Ride, transmission, interior space and flexibility, rear seat, fuel economy, reliability.	Agility, road noise, fit and finish.
✓	**Honda Odyssey** EX-L	$38,055	79			84	21	Ride, powertrain, fuel economy, spacious and flexible interior, comfortable seats.	Confusing uplevel radio, fit and finish.
✓	**Toyota Sienna** XLE (AWD)**	$38,201	78			78	19	Ride, transmission, interior space and flexibility, rear seat, reliability, AWD.	Agility, road noise, fit and finish.
	Ford Transit Connect XLT (2.5L)	$28,015	68	*	*	76	21	Interior space, access, front visibility, handling, ride.	Acceleration, difficult to fold seats, wind noise, some controls, fit and finish, sparse on features.
	Kia Sedona EX	$34,795	67	*		70	20	Powertrain, second-row comfort, fit and finish.	Clumsy handling, stiff ride, lacks expected minivan flexibility
	Chrysler Pacifica Touring L	$38,245	67	*	*	85	21	Interior space and flexibility, ride, quietness, Uconnect 8.4 infotainment system, access, fuel economy, lots of optional features.	Expensive to get advanced safety gear, coarse-sounding engine, Fiat-Chrysler reliability.
!	**Nissan Quest** SL	$39,040	67	*	*	79	19	Ride, quietness, powertrain, plush interior, fold-flat seats.	Poor IIHS small overlap crash-test results, agility.
!	**Dodge Grand Caravan** GT	$37,295	62			72	17	Ride, quietness, foldaway second-row seats, cargo flexibility.	Poor IIHS small overlap crash-test results, fuel economy, cornering limits, unrefined transmission, radio controls.
	SUVs: SUBCOMPACTS								
✓	**Subaru Crosstrek** Premium	$24,215	76			74	26	Fuel economy, controls, rear seat, visibility, reliability.	Noise, ride, unrefined CVT.
✓	**Subaru Crosstrek** Hybrid	$27,132	75			74	28	Fuel economy, reduced engine noise, better ride and handling than regular Crosstrek, reliability.	Modest fuel-economy gain for a hybrid.
✓	**Honda HR-V** LX	$22,045	69			66	29	Fuel economy, roomy interior, storage, secure handling.	Ride, noise, acceleration, front-seat comfort, rear door handles.
✓	**Mazda CX-3** Touring	$25,800	64			64	28	Handling, fuel economy, upscale features.	Noise, cumbersome infotainment system, tight rear seat and cargo room, visibility.
	Chevrolet Trax LT	$25,560	62			55	25	Fuel economy, easy to park, decent room within a small footprint, reliability.	Acceleration, ride, engine noise, rear visibility, front seats, touch-screen radio.
	Fiat 500X Easy	$26,600	42	*	*	50	23	Maneuverability, upscale features.	Ride, transmission, noise, idle vibration, touchy brake pedal, visibility, front-seat comfort.
	Jeep Renegade Latitude	$27,525	42			56	24	Styling, upscale features.	Reliability, transmission, ride, visibility, front-seat comfort, grabby brakes, idle vibration, gets pricey.
	SUVs: COMPACT								
✓	**Subaru Forester** 2.5i Premium	$27,145	83			85	26	Fuel economy, visibility, braking, roomy interior, access, controls.	Noise, touchy throttle.
✓	**Toyota RAV4** XLE	$29,014	79			75	24	Fuel economy, transmission, access, roominess, reliability, standard forward-collision avoidance.	Driver's seat lumbar support, too easy to turn off daytime running lights.
✓	**Toyota RAV4** Hybrid XLE	$29,753	78			74	31	Fuel economy, transmission, access, roominess, reliability, standard forward-collision avoidance.	Driver's seat lumbar support, too easy to turn off daytime running lights.
✓	**Kia Sportage** LX (2.4L)	$26,720	76	*	*	78	23	Handling, powertrain, room, easy controls.	So-so fuel economy, rear visibility.
✓	**Hyundai Tucson** Sport (1.6T)	$28,670	75			79	26	Room, quietness, ride, agility, braking, fuel economy, upscale features, long warranty.	Vibration at low speeds, rear visibility, expensive with options.
✓	**Mazda CX-5** Touring (2.5L)	$28,090	74			74	25	Fuel economy, agility, rear-seat, blind-spot detection.	Ride, noise, cumbersome infotainment system, low dash vents.
✓	**Hyundai Tucson** SE (2.0L)	$25,920	73			76	24	Room, ride, agility, braking, upscale features, long warranty.	Acceleration, engine noise, rear visibility, expensive with options.

[1] Miles-per-gallon equivalent (MPGe).
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	SUVs: COMPACT (Continued)								
✓	**Honda CR-V** EX	$27,500	72	^	^	73	24	Rear seat, roomy and functional, fuel economy, active safety features on higher trims.	Ride, noise, unintuitive infotainment system.
✓	**Volkswagen Tiguan** SEL	$37,020	72	^	–	74	21	Agility, transmission, access, fit and finish, rear seat.	Ride and noise with 19-inch wheels.
✓	**Ford Escape** SE (1.5T)	$29,630	71	–	–	75	22	Agility, ride, quietness, solid feel, access.	Unsupportive cloth seats, flat and low rear seat.
✓	**Nissan Rogue** SV	$29,920	71	^	v	74	24	Ride, access, spacious interior, fuel economy, optional surround-view camera, available third-row seat.	Engine noise, cloth front-seat lacks support, gets pricey.
	Mitsubishi Outlander SEL (4-cyl.)	$28,405	60	–*	v*	59	24	Standard third-row seat, access, visibility.	Agility, acceleration, engine noise, unsettled ride, no A/C vents for rear passengers.
	Jeep Cherokee Limited (V6)	$37,525	55	v	v	71	21	Quietness, access, rear seat, high-end options.	Reliability, transmission, choppy ride, agility, visibility, confusing pricing structure.
!	**Jeep Patriot** Latitude**	$25,790	53	^	v	56	21	Compliant ride.	Poor IIHS small overlap crash-test results, engine noise, acceleration, driving position, front-seat comfort, complicated optional radio controls.
	Jeep Cherokee Latitude (4-cyl.)	$27,490	47	v	v	58	22	Access, rear seat, high-end options.	Reliability, transmission, choppy ride, agility, visibility, front-seat comfort, confusing price structure.
	Jeep Compass Latitude**	$26,190	47	v*	vv	52	22	Simple controls.	Engine noise, acceleration, braking, driving position, front-seat comfort, rear visibility, cornering limits.
	SUVs: MIDSIZED								
✓	**Toyota Highlander** Hybrid Limited	$50,875	86	^	^	85	25	Fuel economy, powertrain, quietness, roomy and versatile interior, access, easy-to-use infotainment system, standard forward-collision avoidance.	Low rear seat, too easy to turn off daytime running lights.
✓	**Toyota Highlander** XLE (V6)**	$38,941	85	^	^	84	20	Powertrain, fuel economy, roomy and versatile interior, access, easy-to-use infotainment system, standard forward-collision avoidance.	Low rear-seat, too easy to turn off daytime running lights.
✓	**Kia Sorento** EX (V6)	$37,915	82	^	^^	84	21	Ride, quietness, smooth V6, fuel economy, 3-row seating, easy to maneuver yet roomy.	Rear visibility, tight third-row seat, small infotainment system screen on EX trim.
✓	**Hyundai Santa Fe** SE (V6)	$36,290	78	^	–	81	20	Powertrain, fuel economy, roomy and versatile cabin, access, controls, long warranty.	Tight third-row with difficult access.
✓	**Hyundai Santa Fe Sport** (4-cyl.)	$28,370	75	^^	^	73	23	Roomy interior, fuel economy, transmission, controls, feature content, long warranty, reliability.	Rear three-quarters visibility.
✓	**Honda Pilot** EX-L	$39,585	75	–	^	80	20	Roomy interior, visibility, access, smooth powertrain, fuel economy, available safety gear.	Clumsy handling, touch-screen radio, blind-spot monitor only on Elite trim, annoying 9-speed automatic with push button shifter on high-end versions.
✓	**Mazda CX-9** Touring	$40,470	74	–*	^*	80	22	Ride, handling, quietness, fuel economy, high-end versions feel upscale	Cumbersome infotainment system, rear visibility, limited seat adjustments, tight driving position.
✓	**Ford Edge** SEL (2.0 EcoBoost)	$39,755	73	–	^	84	21	Ride, quietness, handling, rear seat and cargo, access, luxury amenities in high-end versions.	Visibility, acceleration.
✓	**Nissan Murano** SL	$42,065	73	–	^	77	21	Fuel economy, plush interior, access, easy infotainment system, readily available advanced safety features, reliability.	Visibility, overly light steering, agility, towing capacity.
	Chevrolet Equinox LTZ (V6)	$36,925	71	^	–	69	18	Acceleration, ride, roomy rear seat, access.	Visibility, sluggish feel.
	GMC Terrain SLT2 (V6)	$36,675	71	^	–	69	18	Acceleration, ride, roomy rear seat, access.	Visibility, sluggish feel.
	Chevrolet Equinox 1LT (4-cyl.)	$26,350	70	^	–	68	21	Rear seat, ride, handling, fuel economy.	Acceleration, transmission, visibility, turning circle.
	GMC Terrain SLE1 (4-cyl.)	$26,745	70	^	–	68	21	Rear seat, ride, handling, fuel economy.	Acceleration, transmission, visibility, turning circle.
	Toyota 4Runner SR5 (V6)	$37,425	62	^^	^	55	18	Off-road ability, power-retractable rear window, reliability.	Handling, ride, driving position, fit and finish, access, turning circle.
	Jeep Grand Cherokee Limited (diesel)	$49,780	61	vv	^	84	24	Quietness, ride, fuel economy, off-road and towing capabilities, seat comfort, fit and finish, easy-to-use Uconnect infotainment system.	Reliability.

WORSE BETTER

RECOMMENDED

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	SUVs: MIDSIZED (Continued)								
	Ford Explorer XLT (V6)	$39,275	59			67	18	Interior room and flexibility, usable third-row, cabin storage.	Reliability, agility, driving position, some controls, unrefined transmission.
	Jeep Grand Cherokee Limited (V6)	$41,375	58			80	18	Quietness, ride, off-road and towing capability, seat comfort, fit and finish, easy to use Uconnect system.	Reliability.
	Nissan Pathfinder SL	$40,470	56			72	18	Roominess, controls, access.	Reliability, handling, rear visibility, second-row thigh support.
!	**Dodge Journey** GT (V6)	$36,975	49			64	16	Ride, quietness, cabin storage.	Reliability, handling, unresponsive transmission, fuel economy, rear visibility, tiny third-row.
	Jeep Wrangler Unlimited Sahara	$36,340	26			20	17	Powertrain, off-road capability.	Reliability, ride, handling, braking, wind noise, access, driving position, seat comfort, visibility, fit and finish.
	SUVs: LARGE								
✓	**Chevrolet Traverse** LT	$39,920	76			77	16	Ride, handling, quietness, interior room and flexibility, usable third-row seat, blind-spot mirrors.	Rear visibility, fuel economy, wet braking.
✓	**Ford Flex** SEL	$42,155	74			73	18	Ride, quietness, interior room and flexibility.	Lackluster handling, turning circle, rear visibility.
✓	**Ford Expedition** EL Limited	$63,080	67			61	14	Huge interior, plenty of power, comfortable third-row seat, towing capacity, reliability.	Fuel economy, noise, clumsy handling, cheap cabin finish, lacks advanced safety gear, feels outdated.
✓	**Toyota Sequoia** Limited	$54,005	65	***		60	15	Powertrain, accommodations, towing and off-road capability, storage, power-retractable rear window.	Agility, braking, unsettled ride, high step-in, long reach to some controls.
	Dodge Durango GT (V6)	$43,525	63			83	18	Ride, quietness, transmission, interior space, access, front-seat comfort, usable third-row seat, towing capacity.	Reliability, rear visibility, maneuverability.
	Chevrolet Suburban LTZ	$69,790	54			74	16	Utility, quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, step-in height, long length to park, feels underpowered, price.
	Chevrolet Tahoe LT	$60,100	51			67	16	Quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, feels underpowered, step-in height, price.
	GMC Yukon SLT	$62,125	51			67	16	Quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, feels underpowered, step-in height, price.
	GMC Yukon XL SLT	$67,370	50			67	16	Utility, quietness, fit and finish, easy to use infotainment system, cargo and towing capacity.	Reliability, handling, stiff ride, step-in height, long length to park, feels underpowered, price.
	SUVs: LUXURY ENTRY-LEVEL								
✓	**Audi Q3** Premium Plus	$40,125	80			77	22	Ride, handling, quietness, fit and finish, reliability.	Tight quarters, narrow driving position.
	BMW X1 xDrive28i	$44,745	72			74	26	Fuel economy, transmission, braking.	Road noise, narrow front seats, stiff ride.
	Mercedes-Benz GLA250	$42,210	71			70	26	Acceleration, braking, fuel economy, fit and finish, standard forward-collision avoidance.	Ride, noise, uneven power delivery, rear seat, visibility, some controls.
	Buick Encore Leather	$30,555	71			69	23	Ride, quietness, braking, maneuverability, fuel economy.	Acceleration, driving position, narrow cabin, rear visibility, value.
	Mini Cooper Countryman S	$32,500	68			68	26	Handling, transmission, acceleration, fuel economy, thick option list allows personalization.	Ride, noise, controls, cargo space, premium fuel, flimsy interior details, pricey.
	SUVs: LUXURY COMPACT								
✓	**Mercedes-Benz GLC** 300 ⚠	$49,105	84			81	22	Ride, agility, fuel economy, fit and finish, front seat comfort, reliability, standard forward-collision avoidance.	Controls, engine noise.
✓	**Lexus NX** 200t	$43,284	76			74	24	Fuel economy, handling, maneuverability, reliability.	Tight quarters, visibility, fussy touchpad controller, in-cabin storage.
✓	**BMW X3** xDrive28i (2.0T)	$44,595	76			82	23	Agility, powertrain, braking, fuel economy, fit and finish.	Controls take getting used to.
✓	**Audi Q5** Premium Plus (2.0T)	$43,675	75			78	21	Handling, transmission, braking, fit and finish.	Controls take getting used to.
✓	**Lexus NX** 300h	$51,224	74			71	29	Fuel economy, handling, maneuverability, reliability.	Tight quarters, visibility, fussy touchpad controller, in-cabin storage.

! Caution, subpar crash-test results. * Based on limited data.**Powertrain has changed since last test.

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	SUVs: LUXURY COMPACT (Continued)								
✓	**Porsche Macan** S	$63,290	74			85	19	Handling, powertrain, quietness, braking, front-seat comfort, fit and finish, towing capacity.	Rear visibility, modest cargo area, stingy standard in-car electronics, lots of buttons, price.
✓	**Acura RDX**	$38,990	72			75	22	Acceleration, access, front-seat comfort.	Ride, at-the-limit handling, rear visibility.
✓	**Volvo XC60** T6	$42,245	71			74	22	Transmission, fit and finish.	Ride, rear visibility.
	Cadillac XT5 Luxury	$51,025	68	*	*	76	20	Plush interior, seat comfort, quietness.	Stiff ride, unintuitive gear selector, visibility.
	Buick Envision Premium	$45,380	66	*	*	67	21	Simple controls, easy access.	Lacks agility, unsettled ride, spongy brake pedal, wind noise, price.
	Jaguar F-Pace Prestige	$53,895	60	*	*	72	20	Agility, acceleration, braking, transmission, rear seat.	Ride, noise, rear visibility, so-so infotainment system, wimpy A/C.
	Lincoln MKC Reserve	$46,485	55			72	19	Quietness, braking, nicely trimmed interior.	Reliability, unsettled ride, agility, short cruising range, driving position, rear visibility.
	Land Rover Discovery Sport HSE	$49,895	47	*	*	58	21	Access, rear seat, some off-road ability.	Transmission, uneven power delivery, ride, handling, controls, rear visibility, price.
	SUVs: LUXURY MIDSIZED								
✓	**Audi Q7** Premium Plus	$68,695	94			96	20	Powertrain, quietness, handling, braking, high-tech features, luxury interior, towing capacity, standard forward collision avoidance, reliability.	Controls take getting used to, rear visibility, shifter.
✓	**Lexus RX** 450h	$57,565	81			80	29	Quietness, ride, fuel economy, fit and finish, standard forward-collision avoidance.	Agility, wet stopping distances, frustrating mouse-like controller, rear visibility.
✓	**Lexus RX** 350	$51,630	79			77	22	Quietness, ride, fuel economy, fit and finish, standard forward-collision avoidance.	Agility, wet stopping distances, frustrating mouse-like controller, rear visibility.
✓	**GMC Acadia** Denali	$51,585	76	*	*	83	19	Quietness, ride, rear seat room, controls, easy to use infotainment system.	Fuel economy, missing some common features.
✓	**BMW X5** xDrive35i	$70,050	75			84	21	Drivetrain, fuel economy, quietness, seat comfort, fit and finish, visibility.	Some controls.
✓	**Lexus GX** 460	$58,428	75			70	17	Powertrain, quietness, ride, fit and finish, front-seat comfort, off-road ability, towing, reliability.	Agility, tight third-row seat, side-hinged tailgate.
✓	**Buick Enclave** CXL	$43,260	74			77	15	Ride, handling, interior room and flexibility, quietness, fit and finish, easy access to usable third seat.	Fuel economy, rear visibility.
✓	**Acura MDX** Tech	$51,410	74			79	21	Fuel economy, fit and finish, easy third-row access, rear seat, headlights, standard forward-collision avoidance.	Controls, transmission and shifter, agility, suspension noise, rear visibility.
✓	**Mercedes-Benz GLE350** (ML)	$56,960	73			75	18	Quietness, transmission, front-seat comfort, fit and finish, towing capacity, standard forward-collision avoidance.	Some controls, fuel economy, backup camera only works with radio on.
✓	**Porsche Cayenne** (V6)	$63,805	72			78	19	Handling, transmission, fit and finish, towing capacity, headlights.	Controls, slow start-stop feature, low-speed ride, pricey options.
	Lincoln MKX (2.7 EcoBoost)	$54,945	67			87	18	Ride, handling, quietness, acceleration, fit and finish.	Reliability, fuel economy, shifter, small fonts in instrument cluster.
	Infiniti QX60 (3.5L)	$51,920	65			79	19	Plush interior, roomy cabin, quietness, fit and finish, access, front-seat comfort, controls, surround-view camera.	Reliability, agility, fuel economy, rear visibility.
	Volvo XC90 T6 Momentum ⚠	$56,805	65			84	20	Quietness, seat comfort, fit and finish, visibility, braking, high-beam headlights, standard forward-collision avoidance.	Reliability, stiff ride, unintuitive controls.
	Infiniti QX70**	$51,635	60	*	*	72	18	Acceleration, transmission, handling, fit and finish, front seat.	Ride, rear visibility, cargo area, fuel economy.
	Tesla Model X 90D ⚠	$110,700	59			77	92[1]	Acceleration, handling, front-seat comfort, fit and finish, energy consumption, running costs, standard forward-collision avoidance.	Reliability, fussy doors, ride, wind noise.
	Land Rover Range Rover Sport HSE (3.0L)	$74,040	59	*	*	74	18	Handling, acceleration, fit and finish, front visibility, towing and off-road capability, standard forward-collision avoidance.	Stiff ride, poor snow traction, controls, fussy shifter.

⚠ Alert: This vehicle can be outfitted with a semi-autonomous driving package. Consumer Reports believes automakers should take stronger steps to ensure that vehicles with those systems are designed, deployed, and marketed safely. Please heed all warnings, and keep your hands on the wheel.

WORSE — BETTER

✓ RECOMMENDED

Rec.	Make & Model	Price As tested	Overall Score	Survey Results: Predicted Reliability	Survey Results: Owner Satisfaction	Test Results: Road Test Score	Test Results: Overall MPG	Highs	Lows
	SUVs: LUXURY LARGE								
✓	**Toyota Land Cruiser****	$84,820	74	↑*	⇈*	68	14	Ride, quietness, powertrain, acceleration, fit and finish, front and 2nd row seat comfort, off-road capability, towing capacity, standard forward-collision avoidance.	Fuel economy, agility, tight third-row seat, pricey.
	Lincoln Navigator Base	$68,895	69	!*	↑*	72	15	Ride, effortless power, spacious interior and third row, towing capacity.	Wind noise, interior fit and finish, agility.
	Land Rover Range Rover HSE (3.0L)	$88,545	62	⇊*	↑	80	17	Ride, quietness, acceleration, interior room, fit and finish, visibility, seat comfort, off-road and towing capabilities, standard forward-collision avoidance.	Agility, controls.
	Mercedes-Benz GLS (GL) 350d**	$73,020	61	⇊	!	82	20	Fuel economy, quietness, ride, plush interior, front-seat comfort, roomy rear and third-row seats, towing capacity, standard frontal collision warning.	Reliability, clumsy emergency handling, some controls, backup camera only works with radio on.
	Infiniti QX80	$63,395	57	↓*	↓	68	15	Powertrain, quietness, rear seat, fit and finish, cargo capacity, towing, off-road, headlights.	Handling, access.
	Cadillac Escalade Premium	$87,360	44	⇊	↑	61	16	Quietness, fit and finish, front-seat comfort, towing capacity, headlights.	Reliability, stiff ride, handling, braking, unintuitive CUE infotainment system, tiny third-row seat.
	COMPACT PICKUP TRUCKS								
✓	**Honda Ridgeline** RTL	$36,480	76	!*	⇈*	80	20	Ride, quietness, clever in-bed storage and dual-mode tailgate.	Complex optional radio, low towing capacity, shallow bed, rear access.
	Chevrolet Colorado LT (V6)**	$34,300	57	↓	!	69	18	Maneuverability, towing and payload capacities, fuel economy, standard rear camera, damped tail gate.	Reliability, ride, uncomfortable seats and driving position, gets pricey.
	GMC Canyon SLE (V6)**	$35,835	57	↓	!	69	18	Maneuverability, towing and payload capacities, fuel economy, standard rear camera, damped tail gate.	Reliability, ride, uncomfortable seats and driving position, gets pricey.
	Chevrolet Colorado LT (diesel)	$39,295	56	↓	!	67	24	Maneuverability, towing and payload capacities, fuel economy, standard rear camera, damped tail gate.	Reliability, ride, uncomfortable seats and driving position, gets pricey.
	GMC Canyon SLE (diesel)	$40,895	56	↓	!	67	24	Maneuverability, towing and payload capacities, fuel economy, standard rear camera, damped tail gate.	Reliability, ride, uncomfortable seats and driving position, gets pricey.
	Toyota Tacoma SR5 (V6)	$34,364	41	⇊	!	46	19	Fuel economy, resale value, off-road capability.	Reliability, ride, handling, braking, noise, driving position, seat comfort.
	FULL-SIZED PICKUP TRUCKS								
✓	**Toyota Tundra** SR5 (5.7L V8)	$38,715	67	⇈	↑	63	15	Powertrain, towing, low-effort tailgate, reliability.	Ride, visibility, braking, long reach to some controls, no full-time 4WD.
	Ford F-150 XLT (3.5 V6 EcoBoost)**	$46,755	65	↓	⇈	80	16	Quiet cabin, acceleration, fuel economy, towing and payload capacities, lots of clever features.	Reliability, jittery ride, lackluster handling, braking.
	Chevrolet Silverado 1500 LT (5.3L V8)	$42,070	65	↓	!	80	16	Fuel economy, quietness, relatively good agility and access, payload and towing capacity, low-effort tailgate.	Reliability, ride, long wet stopping distances, seat comfort.
	GMC Sierra 1500 SLT (5.3L V8)	$43,200	65	↓	!	80	16	Fuel economy, quietness, relatively good agility and access, payload and towing capacity, low-effort tailgate.	Reliability, ride, long wet stopping distances, seat comfort.
	Ford F-150 XLT (2.7 V6 EcoBoost)	$45,750	64	↓	⇈	78	17	Quiet cabin, acceleration, fuel economy, towing and payload capacities, lots of clever features.	Reliability, jittery ride, lackluster handling, braking.
	Ram 1500 Big Horn (V6, diesel)	$49,155	58	⇊	↑	82	20	Fuel economy, transmission, ride, quietness, roomy cabin, Uconnect system.	Reliability, access, heavy tailgate, diesel gets expensive.
	Ram 1500 Big Horn (5.7L V8)	$42,810	58	⇊	↑	81	15	Powertrain, ride, quietness, cabin space, Uconnect system.	Reliability, access, heavy rear tailgate.
	Nissan Titan XD SV (diesel)	$51,075	50	↓*	↑*	55	15	Kinder and gentler than other HD trucks, towing capacity, light gate, simple controls.	Clumsy handling, stiff ride, high step-in, short rear seat, so-so payload capacity.

! Caution, subpar crash-test results. * Based on limited data.**Powertrain has changed since last test.

User's Guide to Vehicle Profiles

On the following pages, you'll find reviews, key Ratings, and information for the 252 cars, SUVs, minivans, pickup trucks, wagons, and hatchbacks featured in this book, covering all 2017 and early 2018 models. Each profile includes a review by Consumer Reports' auto experts; model overview information including base price, body styles, engines, transmissions, and key dimensions and measurements; reliability history; and a Report Card detailing an overall score and road test score, along with ratings for predicted reliability, owner satisfaction, and availability of crash-prevention features. Use these profiles, along with the vehicle ratings (see page 80) and our data charts (starting on page 224), to narrow your choices.

1. Recommended Vehicles

These are the vehicles that meet Consumer Reports' stringent testing, reliability, and safety standards. To earn our recommendation, vehicles must perform well in our testing; have average or better reliability; and perform adequately, if included in safety tests conducted by the Insurance Institute for Highway Safety or the National Highway Traffic Safety Administration.

2. Overall Score

The **Overall Score** accounts for a vehicle's performance in our road tests, results from our reliability and owner-satisfaction surveys, the availability of a frontal-crash prevention system, and, if applicable, results from crash tests by government and insurance-industry test facilities. A range of scores indicates that we have tested several vehicles. If we have not tested a vehicle it will have an NA for overall score.

Predicted reliability is our forecast of how well a model is likely to hold up, derived from CR's 2016 Annual Auto Survey, which garnered responses on about half a million vehicles. Detailed Ratings are provided in the Reliability History charts explained on the opposite page (see No. 5).

Owner satisfaction comes from our annual survey in which we asked owners if they would definitely buy or lease their particular vehicle again.

Road test score is the final tally from our test findings, based on more than 50 tests. Some tests, such as those for acceleration, braking, and fuel economy, are objective, instrumented tests. Other tests that evaluate seat comfort, ride quality, and ease of use of controls, are subjective and graded by our experts.

Crash prevention identifies whether a vehicle has a frontal-crash prevention system. NA means no such system is offered, and Opt. means it's available on some versions, but not necessarily on the one we tested. Models with standard systems are rated from ! to ^ based on their ability to warn drivers or brake autonomously to avoid a crash.

An asterisk (*) means information is based on limited data.

3. Model-Line Information

Base price is the range of base prices for all versions of the model. The base price is the manufacturer's suggested retail price (MSRP) without options or destination charge. An "E" indicates the price is estimated. Models often come in various **body styles** (sedan, wagon, etc.) and **trim lines,** which are versions that differ mainly in standard equipment, available options, and price. A dash (—) means that only one trim line was available. Pickup trucks are listed by available cab configurations. **Drive wheels** tells you if the model is available with front-, rear-, all-wheel drive (AWD), or four-wheel drive (4WD). **Seating** is the maximum number of passengers who can be accommodated in the front, rear, and third-row (if any) seats. Some models are available with different seating configurations; this figure is for the version with the most passenger capacity. **Engines** and transmissions show the choices of drivetrain components.

4. Fact sand Figure

Exterior dimensions are the basic measurements for the vehicles. **Length** is measured from bumper to bumper. **Width** is measured from the outermost side of one fender to the opposite fender. **Height** is measured from the top of the inside door frame to the ground. **Wheelbase** is the distance from the center of the front wheel to the center of the rear. **Weight** and **% weight front/rear** are measured on our scales. Some data come from manufacturers. **Max load** includes occupants and luggage, and is specified by the manufacturer or calculated from the difference between the manufacturer's specified gross vehicle weight and our tested vehicle weight. **Cargo volume** for minivans, SUVs, and wagons is the maximum usable cargo volume with rear seats folded down or removed. CR measures this using an expandable pipe-frame box that's adjusted to fit the cargo area. Data for models with a trunk come from government figures. No volume is given for pickup trucks. **Towing capacity** is the maximum weight our test vehicle can pull on a trailer or a typical weight. **Fuel** gives the recommended types (regular, premium, or diesel) for all the models' engines. **CR Overall MPG** is the mileage from our tested engines for a mix of city and highway driving, given in a range if there are multiple versions tested. **EPA MPG** is the combined city and highway mileage figures issued by the Environmental Protection Agency for a typical engine if we have not tested that model.

5. Reliability History

These charts are based on more than half a million vehicles to our 2016 Annual Auto Survey. Consumer Reports subscribers reported on any problems they had with their vehicles during the previous 12 months, considered serious because of cost, failure, safety, or downtime, in any of the trouble spots included in the table below.

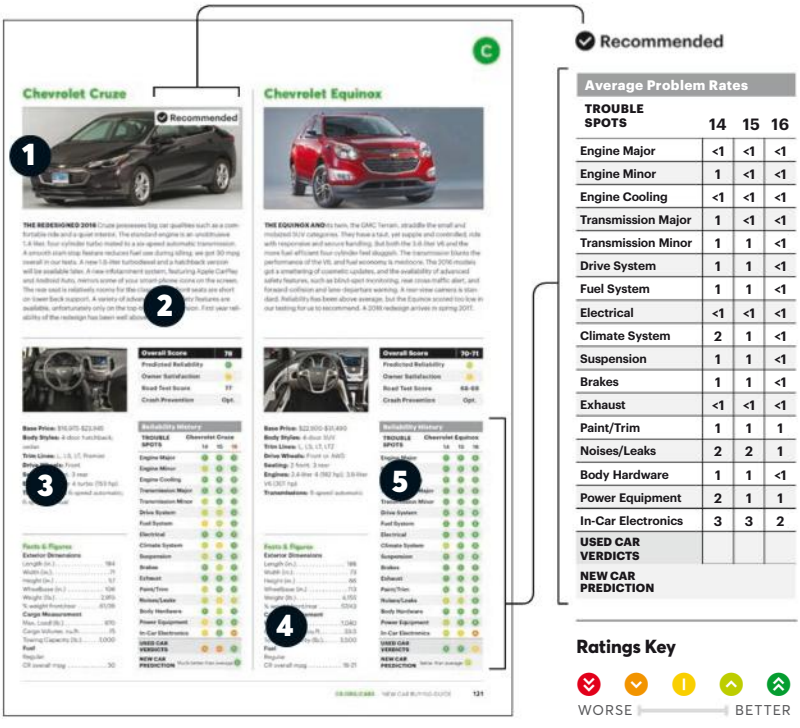
The scores in the charts are based on the percentage of respondents who reported problems in each of the 17 trouble spots. Because high-mileage cars tend to encounter more problems than low-mileage cars, problem rates are standardized to minimize differences due to mileage. The 2016 models were generally less than six months old at the time of the survey, with an average of about 3,000 miles.

How to Read the Charts

To check on the reliability history of a particular year's model, start with the **Used Car Verdict.** This score shows whether the model had more or fewer problems overall than the average model of that year, calculated from the total number of problems reported by subscribers in all trouble spots. Because problems with the engine major, engine cooling, transmission major, and drive system can be serious and expensive to repair, our calculations give extra weight to problems in those areas.

To see how a 2017 model on sale is likely to hold up, look at the **New Car Prediction** at the bottom of each chart. For this Rating, we averaged a model's Used Car Verdict for the newest three years, provided the vehicle did not change significantly in that time and hasn't been redesigned for 2017. We have found that several model years' data are a better predictor than the single most recent model year. One or two years' data may be

SAMPLE PAGE FROM VEHICLE PROFILES



used if the model was redesigned in 2016 or 2015, or if there were insufficient data for more years. We include a prediction for a model that is new or has been redesigned, based on its reliability history or the manufacturer's track record.

To see a model's individual strengths and weaknesses, look at the individual scores for each of the 17 **Trouble Spots.** The chart shows the average problem rates for the latest three model years in the survey in each trouble spot. Scores for each chart are based on the percentage of survey respondents who reported problems for that trouble spot, compared with the average model of that year.

Models that score a ⏬ are not necessarily unreliable, but have a higher rate of problems than the average model. Similarly, models that score a ⏫ are not necessarily problem-free, but had relatively few problems compared with other models.

Because problem rates in some trouble spots are very low, we do not assign a ⏬ or a 🔽 unless the model's problem rate exceeds 3 percent. If a problem rate is below 2 or 1 percent it will be assigned a 🔼 or a ⏫ respectively. In the charts, a model year in red identifies the year of a major redesign or the first year of introduction. Model years with insufficient data are noted with a column of asterisks (*).

What the Trouble Spots Include

■ **Engine, major** Engine rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.

■ **Engine, minor** Oil leaks, accessory belts and pulleys, engine mounts, engine knock or ping.

■ **Engine, cooling** Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.

■ **Transmission, major** Transmission rebuild or replacement, torque converter, premature clutch replacement.

■ **Transmission, minor** Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, hydraulics (clutch master or slave cylinder).

■ **Drive system** Driveshaft or axle, CV joint, differential, transfer case, 4WD/AWD components, driveline vibration, traction control, electronic stability control (ESC), electrical failure.

■ **Fuel system** Check engine light, sensors (includes O2 or oxygen sensor), emission control devices (includes EGR), engine computer, fuel cap, fuel gauge/sender, fuel injection system, fuel pump, fuel leaks, stalling or hesitation.

■ **Electrical** Alternator, starter, hybrid/electric battery replacement, hybrid/electric battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, distributor or rotor failure, spark plugs and wires failure.

■ **Climate system** Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure.

■ **Suspension** Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps & hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.

■ **Brakes** Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure.

■ **Exhaust** Muffler, pipes, catalytic converter, exhaust manifold, leaks.

■ **Paint/trim** Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.

■ **Noises/leaks** Squeaks or rattles, seals, and/or weather stripping, air or water leaks, wind noise.

■ **Body hardware:** Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, safety belts, sunroof, convertible top, glass defect.

■ **Power equipment** and accessories Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system.

■ **In-car electronics** Audio systems, entertainment systems, navigation system, backup camera/sensors, communication system.

Acura ILX

ACURA'S ENTRY-LEVEL COMPACT sedan got a slight makeover for 2016, but don't expect a bargain luxury sedan. The sole powertrain is a 2.4-liter four-cylinder and eight-speed automated-manual transmission. Acura failed to address the stiff, jumpy ride, and handling is more mundane than sporty, but ultimately secure. Road noise is incessant and the new transmission makes the car hesitate off the line. Once underway, the gearbox feels reluctant to downshift, lugging the engine when you need power. The lack of lumbar support for the driver's seat is another knock, the infotainment system is not very intuitive, and the car's low owner satisfaction score is noteworthy. Available safety features include road-departure and forward-collision mitigation systems, and lane-keep assist.

Overall Score	64
Predicted Reliability	
Owner Satisfaction	
Road Test Score	61
Crash Prevention	Opt.

Base Price: $27,990-$34,980
Body Styles: sedan
Trim Lines: Premium, Standard, Tech Plus
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (201 hp)
Transmissions: 8-speed sequential

Reliability History

TROUBLE SPOTS	Acura ILX 14	15	16
Engine Major	*	*	
Engine Minor	*	*	
Engine Cooling	*	*	
Transmission Major	*	*	
Transmission Minor	*	*	
Drive System	*	*	
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	
USED CAR VERDICTS	*	*	
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 71
Height (in.) 56
Wheelbase (in.) 105
Weight (lb.) 3,095
% weight front/rear 64/36
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 12
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 28

Acura MDX

THIS FUNCTIONAL, FAMILY-FRIENDLY luxury SUV is comfortable, quick, and quiet, with generous space for seven. The second row folds and slides forward with the touch of a button for easy access to the small third row. The 3.5-liter V6 is silky smooth and delivers ample acceleration. We measured a very commendable 21 mpg overall, but the nine-speed automatic is not always smooth or responsive, and its push-button shifter is unintuitive to use. We found it frustrating to use the dual-screen control interface. The MDX has a comfortable ride and the cabin is quiet. While handling is mundane, it's ultimately secure. The 2017 freshening brings a hybrid version with a seven-speed automated manual, as well as standard AcuraWatch, which includes safety systems such as lane-departure warning and forward-collision avoidance.

Overall Score	74
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	Std./

Base Price: $43,950-$58,450
Body Styles: 4-door SUV
Trim Lines: Advance, Base, Hybrid, Tech
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 hybrid (325 hp); 3.5-liter V6 (290 hp)
Transmissions: 9-speed automatic; 7-speed sequential

Reliability History

TROUBLE SPOTS	Acura MDX 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 77
Height (in.) 67
Wheelbase (in.) 111
Weight (lb.) 4,200
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,175
Cargo Volume, cu.ft. 34
Towing Capacity (lb.) 5,000
Fuel
Premium
CR overall mpg 21

* Indicates insufficient data Years in red indicate redesigned or introduced

Acura RDX

DERIVED FROM THE Honda CR-V compact SUV, the RDX is better-equipped and has a more premium feel. The very smooth and refined V6 gets 22 mpg overall, which is on par with the turbocharged four-cylinder engines found in competing SUVs. Handling is not especially agile, and the ride is a little stiff. We also found that the front wheels can easily spin on wet pavement before the AWD system transfers power to the rear wheels. Despite updates in 2016, the interior is rather forgettable for an upscale SUV, lacking some luxury features usually found on its competitors. Acura's convoluted dual-screen control system is unintuitive to use. Still, the seats are comfortable and the rear seat is roomy. The Acura Watch safety package is available on all trims.

Overall Score	72
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75
Crash Prevention	Opt.

Base Price: $35,370-$43,420
Body Styles: 4-door SUV
Trim Lines: Advance, Base, Tech
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (279 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Acura RDX 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 74
Height (in.) 65
Wheelbase (in.) 106
Weight (lb.) 3,850
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 870
Cargo Volume, cu.ft. 31.5
Towing Capacity (lb.) 1,500
Fuel
Premium
CR overall mpg 22

Acura RLX

ACURA'S FLAGSHIP FALLS well short of its competitors, and misses some of the key attributes that make up a luxury sedan. The ride is jumpy and unsettled, undermining the car's main mission. Lack of handling agility makes the car feel ungainly. A high point is the responsive 310-hp V6 and six-speed automatic transmission. Our tested FWD model averaged 23 mpg overall. The pricey all-wheel-drive hybrid gets an EPA-rated 29 mpg combined. The spacious cabin is well-made, but it isn't particularly luxurious and the overly complicated controls serve as an ergonomics lesson in what not to do. Safety features such as a surround-view camera and cross-traffic monitor are available.

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75
Crash Prevention	Std./

Base Price: $50,950-$65,950
Body Styles: sedan
Trim Lines: Advance, Hybrid Advance, Hybrid Tech, NAV, Tech
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (310 hp); 3.5-liter V6 hybrid (377 hp)
Transmissions: 6-speed automatic; 7-speed sequential

Reliability History

TROUBLE SPOTS	Acura RLX 14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS		*	*
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 112
Weight (lb.) 3,930
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 23

WORSE BETTER

Acura TLX

THE TLX IS Acura's best sedan. It's available with either a four- or a six-cylinder engine, but all-wheel drive is only available with the V6. The 2.4-liter uses an eight-speed automated manual that delivers quick, direct shifts and contributes to the very good 27 mpg overall. The V6 is a gem, with plenty of power, but its nine-speed automatic shifts roughly. Handling is responsive, but not sporty, although the ride is quite comfortable. The cabin is quiet, but rear-seat room is so-so. A generous roster of advanced safety systems includes front-collision mitigation, lane-departure warning, lane-keep assist, adaptive cruise control, and blind-spot monitors. Reliability has been much below average.

Base Price: $31,900-$44,800
Body Styles: sedan
Trim Lines: 2.4L, SH-AWD, V6
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (206 hp); 3.5-liter V6 (290 hp)
Transmissions: 9-speed automatic; 8-speed sequential

Overall Score	55-58
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75-79
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	Acura TLX 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION		Much worse than average	

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 74
Height (in.) 57
Wheelbase (in.) 109
Weight (lb.) 3,480
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 25-27

Alfa Romeo 4C

ALFA'S 4C IS a super-light two-seat, mid-engine sports car for people who live more for the track than their commute. In concept it resembles the departed Lotus Elise, but with slightly more creature comforts. It weighs only about 2,500 pounds. The 4C is powered by a 1.7-liter turbo four that cranks out 237 hp and uses a dual-clutch six-speed automated manual that can be shifted manually. With its feather-like weight, low center of gravity, and race car-like weight distribution, the 4C is a pure sports car that's fun to drive, with superlative handling. However, the unassisted steering requires a high effort at low speeds, visibility is challenging, and access is arduous. A Spider version is available with a removable fabric roof panel.

Base Price: $55,900-$65,900
Body Styles: convertible; coupe
Trim Lines: —
Drive Wheels: Rear
Seating: 2 front
Engines: 1.7-liter 4 turbo (237 hp)
Transmissions: 6-speed sequential

Overall Score	NA
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	NA
Crash Prevention	NA

Reliability History

TROUBLE SPOTS	Alfa Romeo 4C 14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS		*	*
NEW CAR PREDICTION		Much worse than average	

Facts & Figures

Exterior Dimensions
Length (in.) 158
Width (in.) 74
Height (in.) 47
Wheelbase (in.) 94
Weight (lb.) 2,465
% weight front/rear 41/59
Cargo Measurement
Max. Load (lb.) 335
Cargo Volume, cu.ft. 4
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 28

* Indicates insufficient data Years in red indicate redesigned or introduced

Alfa Romeo Giulia

WHEN THE 2017 Giulia arrives it will be offered in a number of flavors, from mild to spicy. First to arrive is the high-performance $70,000 Quadrifoglio version, which uses a Ferrari-developed 505-hp, 2.9-liter twin-turbo V6 that Alfa claims will zip the car from 0-60 mph in just 3.8 seconds, making it competitive with the extreme sports sedans from Audi, BMW and Mercedes-Benz. If you don't need all that dash, mainstream editions go on sale soon. The typical Giulia will have a 276-hp, 2.0-liter turbocharged four-cylinder, mated to an eight-speed automatic. Pricing starts at around $40,000; both rear- and all-wheel drive will be offered, along with a manual transmission. Interior fit and finish appear solid, with supportive seats and soft-click switchgear that is easily accessible.

Overall Score	NA
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $40,000-$70,000E
Body Styles: sedan
Trim Lines: Base, Quadrifoglio, Ti
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (276 hp); 2.9-liter V6 turbo (505 hp)
Transmissions: 8-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Alfa Romeo Giulia 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 74
Height (in.) 56
Wheelbase (in.) 111
Weight (lb.) 3,300
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg . . . . . NA

Audi A3

AUDI'S A3 IS a compelling entry-level luxury car, but it lacks some expected features for its price and the interior feels austere. It's solid, quiet, and has a drum-tight body structure. Crisp handling and a firm, controlled ride make it enjoyable to drive. We tested the A3 with the now-discontinued 1.8-liter engine, which delivered a respectable 27 mpg in our tests. The cabin is quiet and the front seats are comfortable and supportive. The rear seat is tight. It takes a bit of time to get used to the MMI infotainment system, but it ultimately proves logical. It's easy to hit $40,000 with just a few options. A sporty S3 with a 292-hp 2.0-liter turbo, a convertible, and a hatchback plug-in hybrid are available.

Overall Score	68
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	Std./

Base Price: $29,900-$48,650
Body Styles: 4-door hatchback; convertible; sedan
Trim Lines: Premium, Premium Plus, Prestige, S3
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 hybrid (204 hp); 2.0-liter 4 turbo (186 hp); 2.0-liter 4 turbo (220 hp); 2.0-liter 4 turbo (292 hp)
Transmissions: 6-speed sequential

Reliability History

TROUBLE SPOTS	Audi A3 14	15	16
Engine Major	*		
Engine Minor	*		
Engine Cooling	*		
Transmission Major	*		
Transmission Minor	*		
Drive System	*		
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		
USED CAR VERDICTS	*		
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 175
Width (in.) 70
Height (in.) 56
Wheelbase (in.) 104
Weight (lb.) 3,135
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 1,100
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 27

WORSE — BETTER

Audi A4

DESPITE ITS FAMILIAR styling, the A4 is an all-new car. It is powered by a 2.0-liter turbocharged four-cylinder, mated to a standard seven-speed dual-clutch automatic. The engine is smooth and punchy and the transmission is slick. We got a commendable 27 mpg overall. Handling is nimble and precise, the ride is supple, and the A4 feels tight-as-a-drum solid, with a very quiet cabin. The fully digital instrument panel can show pertinent information in front of the driver in a clear, comprehensive way, and it is fully compatible with Apple CarPlay and Android Auto. Interior fit and finish is excellent and the front seats are comfortable, although the rear seat is tight. The A4 has good crash-test results and offers advanced safety features. A new Allroad wagon arrives this fall.

Base Price: $37,300-$51,400
Body Styles: sedan; wagon
Trim Lines: Premium, Premium Plus, Prestige
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (190 hp); 2.0-liter 4 turbo (252 hp)
Transmissions: 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 186
Width (in.) 73
Height (in.) 56
Wheelbase (in.) 111
Weight (lb.) 3,630
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,060
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 27

Overall Score	85
Predicted Reliability	*
Owner Satisfaction	
Road Test Score	88
Crash Prevention	Std./

Reliability History

TROUBLE SPOTS	Audi A4 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Audi A5

DERIVED FROM THE outgoing A4, the A5 coupe and convertible have quiet, luxurious cabins. Although snug, the rear seat is one of the best in any convertible. The car drives well, with nimble handling and a firm, road-hugging suspension. Power from the base 2.0-liter, turbo four-cylinder is ample, but it sounds raspy; the eight-speed automatic is super-smooth. Interior fit and finish is superb and the seats are supportive. The controls take some time to get used to, but are ultimately logical. The convertible is almost devoid of wind buffeting, and you can operate the insulated soft top up to 30 mph. The S5 uses the supercharged V6 and seven-speed automated manual.

Base Price: $42,200-$61,100
Body Styles: convertible; coupe
Trim Lines: 2.0T, S5 3.0T
Drive Wheels: AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (220 hp); 3.0-liter V6 supercharged (333 hp)
Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 73
Height (in.) 54
Wheelbase (in.) 108
Weight (lb.) 4,050
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 880
Cargo Volume, cu.ft. 12
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 22

Overall Score	70
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	NA

Reliability History

TROUBLE SPOTS	Audi A5 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

* Indicates insufficient data Years in red indicate redesigned or introduced

Audi A6

AUDI'S A6 HAS a comfortable ride and agile handling, strong performance, great seats, and excellent fit and finish. It's one of our highest ranked sedans and is a perfect long distance cruiser with a quiet, roomy cabin. The 2.0-liter, turbo four-cylinder works well, but has a raspy, less-than-luxurious engine sound. The 3.0-liter, supercharged V6 we tested is smooth and punchy, and returned a commendable 22 mpg overall. Front-drive versions get the four-cylinder and a seven-speed automated manual. All-wheel-drive versions can also be equipped with the four-cylinder, but use the smooth eight-speed automatic. The controls take some getting used to, but prove logical. A USB port is now standard, eliminating the annoying proprietary connector.

Overall Score	84
Predicted Reliability	
Owner Satisfaction	
Road Test Score	90
Crash Prevention	Opt.

Base Price: $47,600-$74,100
Body Styles: sedan
Trim Lines: 2.0T, 3.0T, Competition, S6 4.0T
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 supercharged (333, 340 hp); 4.0-liter V8 turbo (450 hp)
Transmissions: 8-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 194
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 115
Weight (lb.) 4,075
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,100
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 22

Reliability History

TROUBLE SPOTS	Audi A6 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Audi A7

THIS STYLISH HATCHBACK version of the A6 is an impressive car, although it sacrifices some access, rear-seat room, and visibility in exchange for sportiness and looks. Its rear hatch and generous interior give it practicality, room, and comfort. Handling is responsive and secure, and the ride is steady, though firm, particularly on the optional 20-inch tires. The exquisite interior is very luxurious, and the infotainment system proves logical after a bit of familiarity. A mid-cycle freshening brought tweaks to nearly every engine. The smooth, punchy 3.0-liter, supercharged V6 is plenty powerful, while an even stronger 450-hp, 4.0-liter V8 powers the S7. If you need more gusto, the RS 7's engine puts out 560 hp.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Base Price: $68,800-$129,500
Body Styles: 4-door hatchback
Trim Lines: 3.0T, Competition, RS 7, RS 7 Performance, S7
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 supercharged (333, 340 hp); 4.0-liter V8 turbo (450, 560, 605 hp)
Transmissions: 8-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 75
Height (in.) 56
Wheelbase (in.) 115
Weight (lb.) 4,235
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 1,100
Cargo Volume, cu.ft. 25
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 24

Reliability History

TROUBLE SPOTS	Audi A7 14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS		*	*
NEW CAR PREDICTION	Better than average		

WORSE — BETTER

Audi A8

AUDI'S FLAGSHIP PROVIDES smooth and effortless acceleration yet attains commendable fuel economy even with all-wheel drive. The car handles crisply and holds the road tenaciously, making it one of the sportiest luxury sedans we've tested. The ride is firm and steady, but not as cushy as in the Mercedes-Benz S-Class. Interior ambience, quality of materials, and craftsmanship are top-notch, and the cabin is quiet. The front seats are exceptionally comfortable and supportive, with a variety of massage settings. While the rear seat is worthy of a limo, the trunk is a bit small. The infotainment system takes some getting used to but proves logical. The base supercharged V6 has ample power, but the 4.0-liter V8 turbo is a powerhouse worthy of such a flagship.

Overall Score	85
Predicted Reliability	*
Owner Satisfaction	
Road Test Score	91
Crash Prevention	Std./

Base Price: $82,500-$115,900
Body Styles: sedan
Trim Lines: 3.0T, 4.0T, S8 Plus
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 supercharged (333 hp); 4.0-liter V8 turbo (450 hp); 4.0-liter V8 turbo (605 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	Audi A8 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS	*	*	*
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 207
Width (in.) 77
Height (in.) 58
Wheelbase (in.) 123
Weight (lb.) 4,420
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,100
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 21

Audi Q3

A TIDY, COMPACT crossover, the Q3 competes with the BMW X1 and Mercedes-Benz GLA. Overall it manages to deliver a premium driving experience similar to the Q5 but in a 10-inch shorter package. The energetic 200-hp, 2.0-liter turbo four-cylinder is mated to a conventional six-speed automatic, and returned 22 mpg overall in our tests. This is a quiet SUV with a firm, comfortable ride and responsive handling. The cabin is a bit simplistic looking, but it gives a sense of quality. Demerits include the tight quarters and cramped driving position. While the controls are complicated at first, they prove logical with some familiarity. Front- and all-wheel drive is available. Reliability has been much better than average.

Overall Score	80
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	NA

Base Price: $31,800-$41,300
Body Styles: 4-door SUV
Trim Lines: Premium, Premium Plus, Prestige
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (200 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Audi Q3 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 173
Width (in.) 72
Height (in.) 63
Wheelbase (in.) 103
Weight (lb.) 3,680
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 1,060
Cargo Volume, cu.ft. 24.5
Towing Capacity (lb.) 2,200
Fuel
Premium
CR overall mpg 22

* Indicates insufficient data Years in red indicate redesigned or introduced

Audi Q5

THE Q5 IS nearly as fun and as rewarding to drive as a sports sedan. The ride is steady and composed and the cabin is quiet. Audi's turbocharged four-cylinder engine and eight-speed automatic racked up 21 mpg overall in our tests. Though the four-cylinder delivers plenty of performance, it is louder and less refined than the 3.0-liter, supercharged V6, which is a real treat but bumps up the price considerably. The cabin is elegantly modern, with very supportive seats, but rear-seat and cargo space are modest. The infotainment system takes some getting used to, but ultimately proves logical with familiarity. A sportier 354-hp SQ5 and a hybrid are available. A redesigned Q5 is on the horizon.

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	78
Crash Prevention	Opt.

Base Price: $40,900-$60,800
Body Styles: 4-door SUV
Trim Lines: 2.0T, 3.0T, SQ5
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (220 hp); 3.0-liter V6 supercharged (272 hp); 3.0-liter V6 supercharged (354 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	Audi Q5 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 75
Height (in.) 65
Wheelbase (in.) 111
Weight (lb.) 4,190
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 1,045
Cargo Volume, cu.ft. 32
Towing Capacity (lb.) 4,410
Fuel
Premium
CR overall mpg 21

Audi Q7

AUDI'S LUXURY THREE-ROW SUV is an impressive vehicle, and among the best we've ever tested. It employs a supercharged 3.0-liter V6 that is mated to a supersmooth eight-speed automatic. This results in effortless acceleration, and fuel economy of 20 mpg overall in our tests. The Q7 is very quiet, instilling a sense of tranquility. There is an underlying firmness to the ride unless you splurge for the Prestige trim and the optional air suspension, which makes it as plush as a luxury car. Handling is responsive and confidence-inspiring. The beautifully finished interior exudes luxury, with excellent seats and a vivid, high-tech digital instrument cluster. The controls prove logical with familiarity. Advanced safety systems can keep the Q7 in its lane, and brake the SUV automatically in an emergency.

Overall Score	94
Predicted Reliability	
Owner Satisfaction	
Road Test Score	96
Crash Prevention	Std./

Base Price: $54,800-$64,300
Body Styles: 4-door SUV
Trim Lines: Premium, Premium Plus, Prestige
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 supercharged (333 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	Audi Q7 14	15	16
Engine Major	*		
Engine Minor	*		
Engine Cooling	*		
Transmission Major	*		
Transmission Minor	*		
Drive System	*		
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		
USED CAR VERDICTS	*		
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 200
Width (in.) 78
Height (in.) 69
Wheelbase (in.) 118
Weight (lb.) 5,080
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,365
Cargo Volume, cu.ft. 35.5
Towing Capacity (lb.) 7,700
Fuel
Premium
CR overall mpg 20

Audi TT

THE TT COUPE and convertible use a 220-hp, 2.0-liter four-cylinder, while the TTS features a 292 hp version. The six-speed automated manual transmission swaps gears quickly, but some vibration is noticeable at very low speeds. The car feels nimble and entertaining, diving into corners with enthusiasm and a dash of steering feedback. The ride is quite firm, but not punishing, and noise is kept at bay. Inside the snug interior is Audi's digital instrument panel, which incorporates all gauges and displays, and eliminates the mid-dash screen. HVAC and seat-heat controls are all incorporated into the different dash vents. Overall, the TT is more about style and technology than visceral sporty performance.

Base Price: $43,500-$52,500
Body Styles: convertible; coupe
Trim Lines: 2.0T, TTS 2.0T
Drive Wheels: AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (220 hp); 2.0-liter 4 turbo (292 hp)
Transmissions: 6-speed sequential

Overall Score	81
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	84
Crash Prevention	NA

Reliability History

TROUBLE SPOTS	Audi TT 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS	*	*	*
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 165
Width (in.) 72
Height (in.) 53
Wheelbase (in.) 99
Weight (lb.) 3,140
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 770
Cargo Volume, cu.ft. 12
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 26

BMW 2 Series

THE 3 SERIES has been recently freshened, receiving some suspension and engine tweaks. Handling is sharp, which makes the car sporty to drive. The all-wheel-drive 330i we tested delivered punchy performance from its four-cylinder turbo engine and returned 26 mpg overall. The ride is very taut and tied down yet compliant. Inside the impeccably-furnished cabin are super-comfortable seats. While the controls take some time to get used to, they prove logical. The 328d diesel gets a standout 35 mpg overall and has a long range between fill ups. The less-powerful 320i is a good value, while the M3 can give ultra-high-performance cars a run for their money. The 330e plug-in hybrid offers 14 miles of electric range, and a convertible is also available. Reliability has been much better than average.

Base Price: $33,150-$51,700
Body Styles: convertible; coupe
Trim Lines: 230i, M2, M240i
Drive Wheels: Rear or AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (335 hp); 3.0-liter 6 turbo (365 hp)
Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Overall Score	92
Predicted Reliability	*
Owner Satisfaction	
Road Test Score	98
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	BMW 2 Series 14	15	16
Engine Major	*		
Engine Minor	*		
Engine Cooling	*		
Transmission Major	*		
Transmission Minor	*		
Drive System	*		
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		
USED CAR VERDICTS	*		
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 175
Width (in.) 70
Height (in.) 56
Wheelbase (in.) 106
Weight (lb.) 3,450
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 805
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 25

* Indicates insufficient data Years in red indicate redesigned or introduced

BMW 3 Series

THE 3 SERIES has been freshened for 2017, receiving some suspension tweaks, updated interior touches, and a few more horsepower for the turbo four-cylinder, which gets renamed 330i. We got a frugal 28 mpg overall when we last tested that engine. Handling has been sharpened, endowing the car with some of its lost agility. The ride is firm, yet steady and composed. The seats are comfortable and the cabin is impeccably furnished. Despite some diesel clatter, the 328d gets a standout 35 mpg overall, and its 49 mpg on the highway gives it an impressive range of 735 miles. You can also choose a hybrid, wagon, and less powerful 320i. The M3 can give ultra-high-performance cars a run for their money. 2016 brings a new six-cylinder engine and a plug-in hybrid.

Overall Score	78
Predicted Reliability	
Owner Satisfaction	
Road Test Score	86
Crash Prevention	Opt.

Base Price: $33,450-$64,000
Body Styles: 4-door hatch; sedan; wagon
Trims: 320i, 328d, 330e, 330i, 340i, M3
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (180 hp); 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (248 hp); 2.0-liter 4 hybrid (248 hp); 3.0-liter 6 turbo (320 hp, 425 hp)
Trans: 8-spd auto; 6-spd man; 7-spd seq

Facts & Figures

Exterior Dimensions

Length (in.)	183
Width (in.)	71
Height (in.)	56
Wheelbase (in.)	111
Weight (lb.)	3,485
% weight front/rear	49/51

Cargo Measurement

Max. Load (lb.)	905
Cargo Volume, cu.ft.	17
Towing Capacity (lb.)	NR

Fuel
Premium or diesel
CR overall mpg 26-35

Reliability History

TROUBLE SPOTS	BMW 3 Series 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

BMW 4 Series

THE 4 SERIES coupe, convertible, and four-door Gran Coupe hatchback based on the 3 Series sedans pack in healthy doses of style, luxury, and exclusivity. Lower and wider than the 3 Series, the plush and comfortable 4 Series is more of a grand touring car rather than a pure sportster. Yet it is quite capable. Handling is lithe, the ride is steady, and the interior is luxuriant. The turbocharged 2.0-liter four-cylinder is sparing with fuel; the 3.0-liter six-cylinder turbo is supersmooth and delivers effortless punch. All-wheel drive is optional. The convertible version uses a retractable hardtop that can be operated at slow speeds. The ultra-high-performance M4 is a track-ready version.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $42,150-$74,700
Body Styles: 4-door hatchback; convertible; coupe
Trim Lines: 430i, 440i, M4
Drive Wheels: Rear or AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (248 hp); 3.0-liter 6 turbo (320 hp); 3.0-liter 6 turbo (425 hp)
Transmissions: 8-speed auto; 6-speed man; 7-speed seq.

Facts & Figures

Exterior Dimensions

Length (in.)	183
Width (in.)	72
Height (in.)	54
Wheelbase (in.)	111
Weight (lb.)	3,470
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	790
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NR

Fuel
Premium
EPA combined mpg 26

Reliability History

TROUBLE SPOTS	BMW 4 Series 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

WORSE BETTER

BMW 5 Series

NO MATTER YOUR tastes, the 5 Series offers an engine to satisfy your appetite. In our tests, the turbo six-cylinder in the 535i delivered strong, smooth acceleration, and the eight-speed automatic shifted imperceptibly. At 23 mpg overall, fuel economy is commendable for such a quick and substantial sedan. Frugal-minded buyers can get a hybrid or diesel model; autobahn-stormers can opt for the M5 and its 560-hp 4.4-liter turbo V8. The ride is elegant and composed. But while handling is taut, the car's vague steering hurts its fun-to-drive quotient. Interior fit and finish is excellent, but the controls take some getting used to and rear-seat room isn't very generous. A redesign is imminent.

Base Price: $50,200-$94,100
Body Styles: sedan
Trim Lines: 528i, 535d, 535i, 550i, M5
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbodiesel (255 hp); 3.0-liter 6 turbo (300 hp); 4.4-liter V8 turbo (445 hp, 560 hp)
Transmissions: 8-speed auto; 6-speed man; 7-speed seq.

Facts & Figures

Exterior Dimensions
Length (in.) 193
Width (in.) 73
Height (in.) 57
Wheelbase (in.) 117
Weight (lb.) 4,035
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 1060
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR
Fuel
Premium or diesel
CR overall mpg 23

Overall Score	73
Predicted Reliability	!
Owner Satisfaction	▲
Road Test Score	81
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	BMW 5 Series 14	15	16
Engine Major	▲▲	▲	▲▲
Engine Minor	▲	▲▲	▲▲
Engine Cooling	▲▲	▲▲	▲▲
Transmission Major	▲▲	▲▲	▲▲
Transmission Minor	▲▲	▲▲	▲▲
Drive System	▲▲	▲▲	▲▲
Fuel System	▲▲	▲▲	▲▲
Electrical	▲▲	▲▲	▲▲
Climate System	▼▼	▲▲	▲▲
Suspension	▲▲	▲▲	▲▲
Brakes	▲▲	▲▲	▲▲
Exhaust	▲▲	▲▲	▲▲
Paint/Trim	▲▲	▲▲	▲
Noises/Leaks	▲	▲▲	▲▲
Body Hardware	▲▲	▲▲	▲
Power Equipment	▼	▲▲	▲
In-Car Electronics	!	▲▲	▲
USED CAR VERDICTS	!	!	!
NEW CAR PREDICTION	Average !		

BMW 6 Series

BASED ON THE 5 Series, this sleek grand tourer comes as a two-door coupe or convertible, as well as the four-door Gran Coupe version. Power comes from a 3.0-liter, turbocharged six-cylinder or a 4.4-liter V8, mated to either an eight-speed automatic or a seven-speed automated manual in the M6. The V8 delivers ferocious acceleration and an invigorating exhaust note. Unfortunately, the gear selector in the M6 is unintuitive. Handling is much sharper than the 5 Series, making the big coupe more of a driver's car than its progenitor. The M version is even more performance-oriented. It's quick, capable, and enjoyable to drive.

Base Price: $77,600-$122,500
Body Styles: convertible; coupe; sedan
Trim Lines: 640i, 650i, Alpina B6, M6
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (315 hp); 4.4-liter V8 turbo (445 hp, 560 hp, 600 hp)
Transmissions: 8-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 193
Width (in.) 75
Height (in.) 54
Wheelbase (in.) 112
Weight (lb.) 4,355
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 770
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 19

Overall Score	NA
Predicted Reliability	!*
Owner Satisfaction	▲
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	BMW 6 Series 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS	*	*	*
NEW CAR PREDICTION	Average !		

* Indicates insufficient data Years in red indicate redesigned or introduced

BMW 7 Series

AMONG ULTRA-LUXURY SEDANS, the BMW 7 Series has always played second fiddle to the Mercedes-Benz S-Class. Fully redesigned for 2016, the new 7 is lighter and nimbler, with an impressively steady ride. The base 740i is powered by a 3.0-liter turbo six-cylinder. Our typically equipped 750i, with the polished and punchy 445-hp, 4.4-liter turbo V8 and all-wheel drive, rang in at $110,645. The luxurious interior is super quiet, with impeccable attention to detail and supremely comfortable seats. Rear-seat dignitaries enjoy a ton of room, a massage feature, and the ability to control climate, audio, and sunshades. Interior quality is superb, with the wood, leather, suede, and aluminum trim delivering a modern ambience without looking glitzy.

Overall Score	89
Predicted Reliability	! *
Owner Satisfaction	^ *
Road Test Score	99
Crash Prevention	Opt.

Base Price: $81,500-$137,000
Body Styles: sedan
Trim Lines: 740e, 740i, 750i, Alpina B7, M760i
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (320 hp); 2.0-liter 4 hybrid (326 hp); 4.4-liter V8 turbo (445 hp, 600 hp); 6.6-liter V12 turbo (600 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	BMW 7 Series 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS	*	*	*
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 207
Width (in.) 75
Height (in.) 58
Wheelbase (in.) 126
Weight (lb.) 4,710
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 960
Cargo Volume, cu.ft. 18
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 21

BMW X1

THE X1 USES a new platform and architecture shared with the Mini Clubman. While initially only offered with all-wheel drive, for 2017 a less-expensive front-wheel-drive version joins the line. In our tests of the AWD X1 the responsive 228-hp, 2.0-liter turbo four-cylinder engine returned 26 mpg overall. With a relatively low ride height, it almost feels like driving a BMW sedan. Although capable and responsive, ride and handling aren't up to BMW's sporty standard. Road noise is rather noticeable. The interior is typical BMW, with high-quality materials and switchgear. The front seats are rather short and flat, however, while rear-seat passengers hit their shins against the backs for the front seats. Prices start at an inviting $32,800, but a typically equipped X1 easily breaks the $40,000 mark.

Overall Score	72
Predicted Reliability	^
Owner Satisfaction	^
Road Test Score	74
Crash Prevention	Opt.

Base Price: $33,100-$35,100
Body Styles: 4-door SUV
Trim Lines: sDrive28i, xDrive28i
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (228 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	BMW X1 14	15	16
Engine Major	^^	^^	^^
Engine Minor	^^	^	^^
Engine Cooling	^^	^^	^^
Transmission Major	^^	^^	^^
Transmission Minor	^^	^	^^
Drive System	^^	^^	^^
Fuel System	^^	^^	^^
Electrical	^^	^^	^^
Climate System	^	^^	^^
Suspension	^^	^^	v
Brakes	^^	^^	^^
Exhaust	^^	^^	^^
Paint/Trim	^^	^	^^
Noises/Leaks	!	^	^^
Body Hardware	^^	^	^^
Power Equipment	^^	v	^^
In-Car Electronics	!	^	v
USED CAR VERDICTS	^^	!	^
NEW CAR PREDICTION	Better than average ^		

Facts & Figures

Exterior Dimensions
Length (in.) 175
Width (in.) 72
Height (in.) 63
Wheelbase (in.) 105
Weight (lb.) 3,725
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 27
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 26

Alert: This vehicle can be outfitted with a semi-autonomous driving package. Consumer Reports believes automakers should take stronger steps to ensure that vehicles with those systems are designed, deployed, and marketed safely. Please heed all warnings, and keep your hands on the wheel.

WORSE BETTER

BMW X3

THIS IS ONE of the best upscale SUVs, melding SUV utility with luxury car attributes and driving fun. It has precise handling and a composed ride, although the body tends to rock side-to-side on uneven pavement. The 2.0-liter, turbo four-cylinder returned a very good 23 mpg overall and the eight-speed automatic shifts seamlessly. But this engine is a bit short on refinement, with a diesel-like clatter. The six-cylinder in the 35i is silky smooth. The interior is beautifully finished, with firm and supportive front seats, and while the rear seat is roomy, cargo capacity is modest. Once mastered, the iDrive control system proves logical. Despite the X3's price, the must-have rear-view camera is optional. A diesel and a rear-drive version are available.

Base Price: $39,250-$47,950
Body Styles: 4-door SUV
Trim Lines: sDrive28i, xDrive28d, xDrive28i, xDrive35i
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbo (300 hp)
Transmissions: 8-speed automatic

Overall Score	76
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	BMW X3 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 74
Height (in.) 65
Wheelbase (in.) 111
Weight (lb.) 4,135
% weight front/rear 49/51
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 33
Towing Capacity (lb.) 3,000
Fuel
Premium or diesel
CR overall mpg 23

BMW X4

EMPHASIZING SPORT OVER utility, the X4 is a coupelike variant of the X3. It's agile, rides tautly, and has a beautifully trimmed cabin. Seating is a bit lower than in the X3, which instills a more sporty experience. Cargo and rear-seat space under the sloping roofline is considerably smaller than in the X3, making the X4 a less practical SUV. Engine choices are a 240-hp, 2.0-liter turbo four-cylinder and a 3.0-liter turbo six-cylinder that is particularly smooth and powerful. An eight-speed automatic transmission and all-wheel drive are standard. In our brief time with the X4 we found that the optional 19-inch tires make the ride a bit too jiggly. A higher-performance M40i uses a 355-hp version of the turbo six-cylinder.

Base Price: $45,250-$57,800
Body Styles: 4-door SUV
Trim Lines: M40i, xDrive28i
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbo (355 hp)
Transmissions: 8-speed automatic

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	*
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	BMW X4 14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS		*	*
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 74
Height (in.) 64
Wheelbase (in.) 111
Weight (lb.) 4,130
% weight front/rear 49/51
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 3,000
Fuel
Premium
EPA combined mpg 23

* Indicates insufficient data Years in red indicate redesigned or introduced

BMW X5

THE X5 DELIVERS refinement, comfort, and a high-quality interior laden with technology. Its 3.0-liter turbo six-cylinder, paired to a silky-smooth eight-speed automatic, supplies effortless acceleration and a good 21 mpg overall. In our tests we found the ride to be steady, with handling responsive and secure. The interior is super-quiet and impeccably finished, but the third-row seat is suitable only for kids. BMW's iDrive infotainment system has become more intuitive and, with familiarity, proves logical. Optional safety systems, such as automatic emergency braking, are comprehensive. A 4.4-liter V8 and a diesel are available. A plug-in hybrid with a 2.0-liter twin-turbo four-cylinder can drive on electric power for short distances.

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84
Crash Prevention	Opt.

Base Price: $55,500-$98,800
Body Styles: 4-door SUV
Trim Lines: M, sDrive35i, xDrive35d, xDrive35i, xDrive40e, xDrive50i
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter 6 turbodiesel (255 hp); 3.0-liter 6 turbo (300 hp); 2.0-liter 4 hybrid (308 hp); 4.4-liter V8 turbo (445 hp, 567 hp)
Transmissions: 8-speed automatic

Reliability History			
TROUBLE SPOTS	BMW X5		
	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 76
Height (in.) 69
Wheelbase (in.) 116
Weight (lb.) 4,745
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) 1,345
Cargo Volume, cu.ft. 34.5
Towing Capacity (lb.) 6,000
Fuel
Premium or diesel
CR overall mpg 21

BMW X6

THIS COUPELIKE SPORTY SUV is based on the smooth and capable X5, which is a good place to start. Unlike its sibling, the styling severely hampers rear visibility, cabin access, and cargo room in the X6. More than just a new body, though, the X6 is sportier than the X5, with tauter handling and a stiffer ride. Most versions are powered by a 3.0-liter, turbocharged six-cylinder, which returned 21 mpg overall in our tested X5. A 4.4-liter turbocharged V8 is also offered. The interior is luxurious and well crafted, and the seats are supportive for long trips. Some controls, however, take time to master. A rear-wheel-drive version is available, as is a high performance M version that commands a six-figure price.

Overall Score	NA
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $61,400-$102,200
Body Styles: 4-door SUV
Trim Lines: M, sDrive35i, xDrive35i, xDrive50i
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter 6 turbo (300 hp); 4.4-liter V8 turbo (445 hp); 4.4-liter V8 turbo (567 hp)
Transmissions: 8-speed automatic

Reliability History			
TROUBLE SPOTS	BMW X6		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS	*	*	*
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 78
Height (in.) 67
Wheelbase (in.) 116
Weight (lb.) 4,750
% weight front/rear 49/51
Cargo Measurement
Max. Load (lb.) 935
Cargo Volume, cu.ft. . . . . .NA
Towing Capacity (lb.) . . . . . .NR
Fuel
Premium
EPA combined mpg 20

BMW Z4

THE Z4 LOOKS sharp but isn't as entertaining as we expect a sports car to be. Handling is secure, but vague steering, a penchant for pushing wide through corners, and a jittery ride undermine the fun factor. Its 2.0-liter, turbo four-cylinder is plenty powerful and returned 28 mpg overall, but it has a diesel-like idle. The six-speed manual feels crisp and is easy to shift. An eight-speed automatic is optional, as are powerful six-cylinder engines that come with a seven-speed sequential transmission. The well-finished cabin has plenty of leg and head room but feels narrow. The iDrive infotainment system can be fussy to use, especially when the Z4 is equipped with a manual transmission. The retractable hardtop keeps it fairly quiet inside. 2016 was the last year for this model.

Overall Score	71
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	74
Crash Prevention	NA

Base Price: $49,700-$66,350
Body Styles: convertible
Trim Lines: sDrive28i, sDrive35i, sDrive35is
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (240 hp); 3.0-liter 6 turbo (300 hp); 3.0-liter 6 turbo (335 hp)
Transmissions: 8-speed automatic; 6-speed manual; 7-speed sequential

Reliability History

TROUBLE SPOTS	BMW Z4 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS	*	*	*
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 167
Width (in.) 71
Height (in.) 51
Wheelbase (in.) 96
Weight (lb.) 3,240
% weight front/rear 47/53
Cargo Measurement
Max. Load (lb.) 560
Cargo Volume, cu.ft. 6
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 28

BMW i3

BMW'S ELECTRIC CAR is a rear-wheel-drive, four-seat hatchback with rear-hinged back doors. The interior is striking in its simplicity and style, which is reminiscent of Scandinavian furniture. The electric motor produces the equivalent of 170 hp, which makes this tall, narrow car feel quick. An optional two-cylinder engine, which acts as an onboard generator rather than a primary power source, extends the range beyond the typical 75 miles to about 130 miles total. Charge times are about 4 hours with a 240-volt connection. In our tests we measured the electric equivalent of 139 mpg. Despite its tall stance the i3 is very agile and easy to maneuver, though the ride is quite firm. It takes time to get used to the pronounced deceleration when lifting off the accelerator pedal.

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	Opt.

Base Price: $42,400-$47,450
Body Styles: 4-door hatchback
Trim Lines: Giga, Mega, Tera
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 0.7-liter 2 electric (170 hp)
Transmissions: 1-speed direct

Reliability History

TROUBLE SPOTS	BMW i3 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			*
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 157
Width (in.) 70
Height (in.) 62
Wheelbase (in.) 101
Weight (lb.) 3,140
% weight front/rear 45/55
Cargo Measurement
Max. Load (lb.) 650
Cargo Volume, cu.ft. 12
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 139

* Indicates insufficient data Years in red indicate redesigned or introduced

Buick Cascada

THE FRONT-WHEEL-DRIVE CASCADA is a well thought out, four-seat soft-top convertible that keeps wind buffeting to a minimum. The ride is steady but can be a bit stiff due to the standard 20 inch tires. Handling is responsive, but power is modest and fuel economy isn't great. The leather seats are supportive but it's a long reach to access the touchscreen infotainment system, and the center dash is a mess of buttons. The power-operated, fully-insulated fabric roof takes 17 seconds to open, and can be operated at speeds up to 31 mph. Rear-seat access is made easier by front seats that power-slide forward. Safety equipment includes forward-collision alert, lane-departure warning if you opt for the Premium trim.

Overall Score	60
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	53
Crash Prevention	Opt.

Base Price: $33,065-$37,885
Body Styles: convertible
Trim Lines: Base, Premium, Sport Touring
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.6-liter 4 turbo (200 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Buick Cascada 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			*
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 185
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 3,980
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 740
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 22

Buick Enclave

EVEN AFTER ALMOST a decade on the market, the large Enclave remains a competitive three-row SUV. We liked its firm, comfortable ride and secure handling. The cabin is quiet, the interior is nicely finished, and the seats are comfortable. But the Enclave is beginning to show its age through some of the outdated controls and limited feature content. The 3.6-liter V6 engine and six-speed automatic transmission are smooth and unobtrusive, but the engine feels taxed and at times the powertrain has to work hard to move this large SUV. We got a paltry 15 mpg overall in our tests. Adults can fit in the roomy third row, a plus. Forward-collision and lane-departure warning systems are available.

Overall Score	74
Predicted Reliability	!
Owner Satisfaction	
Road Test Score	77
Crash Prevention	Opt.

Base Price: $39,065-$49,625
Body Styles: 4-door SUV
Trim Lines: Convenience, Leather, Premium
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.6-liter V6 (288 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Buick Enclave 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System		!	
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics	!		
USED CAR VERDICTS	!	!	!
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 202
Width (in.) 79
Height (in.) 72
Wheelbase (in.) 119
Weight (lb.) 5,100
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,335
Cargo Volume, cu.ft. 44
Towing Capacity (lb.) 4,500
Fuel
Regular
CR overall mpg 15

WORSE BETTER

Buick Encore

DERIVED FROM THE small Chevrolet Sonic, this subcompact SUV feels relatively posh, with a well-finished, quiet cabin and a ride that's better than some bigger SUVs. On the downside, the little 1.4-liter turbo four-cylinder and six-speed automatic deliver plodding acceleration and just fair fuel economy. The Encore's tidy size makes it easy to maneuver and its handling is sound, if unexceptional. The interior is narrow and cramped, and the swoopy styling intrudes on the view aft. Reliability has been above average, but the Encore scored too low in our testing to be recommended. A more powerful Sport Touring version is also available.

Overall Score	71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	69
Crash Prevention	Opt.

Base Price: $24,365-$31,965
Body Styles: 4-door SUV
Trim Lines: Base, Essence, Preferred, Preferred II, Premium, Sport Touring
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (138 hp); 1.4-liter 4 turbo (153 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Buick Encore 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 168
Width (in.) 70
Height (in.) 65
Wheelbase (in.) 101
Weight (lb.) 3,355
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 945
Cargo Volume, cu.ft. 26
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 23

Buick Envision

BUICK'S ENTRY INTO the luxury compact SUV segment sits between the tiny Encore and giant Enclave, the new China-built Envision uses a smooth and quiet 252-hp, 2.0-liter turbocharged four-cylinder mated to a six-speed automatic transmission. Handling is clumsy and the brakes are mushy, but ultimately the car is secure when pushed to its limits. Oddly, the ride is a mixed bag, both soft and unsettled at the same time. Wind noise is pronounced. The interior is well-finished and features a relatively roomy rear seat. Buick's suite of active safety equipment includes standard forward-collision warning and lane-departure mitigation systems, as well as optional automatic braking. A less-expensive 2.5-liter four-cylinder and front-wheel-drive versions are available for the 2017 model year.

Overall Score	66
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	67
Crash Prevention	Opt.

Base Price: $34,065-$45,335
Body Styles: 4-door SUV
Trim Lines: Base, Convenience, Essence, Preferred, Premium, Premium II
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 2.5-liter 4 (197 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Buick Envision 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			*
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 72
Height (in.) 67
Wheelbase (in.) 108
Weight (lb.) 4,050
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 950
Cargo Volume, cu.ft. 32.5
Towing Capacity (lb.) 1,500
Fuel
Regular or premium
CR overall mpg 21

* Indicates insufficient data Years in red indicate redesigned or introduced

Buick LaCrosse

BUICK'S FLAGSHIP SEDAN delivers what you'd expect. The new LaCrosse rides comfortably and features a well-trimmed and quiet cabin with a spacious rear seat. Paired with an eight-speed automatic, the smooth 3.6-liter V6 supplies plenty of power and a decent 24 mpg overall. The LaCrosse is one of the few offerings in the large sedan class that is available with all-wheel drive. Handling is responsive but not sporty. The ride is cushy and absorbent but the optional 20-inch tires transmit too much harshness to the passengers. Cabin access and visibility are compromised by the car's low stance. Most controls are easy to use, including the IntelliLink touch screen infotainment system, but the unintuitive shifter proves maddening. Advanced electronic safety features are available only on high end trims.

Overall Score	79
Predicted Reliability	! *
Owner Satisfaction	^ *
Road Test Score	85
Crash Prevention	Opt.

Base Price: $32,065-$43,265
Body Styles: sedan
Trim Lines: Base, Essence, Preferred, Premium
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (310 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	Buick LaCrosse 14	15	16
Engine Major	^^	^^	^^
Engine Minor	^^	^^	^^
Engine Cooling	^^	^^	^^
Transmission Major	^^	^^	^^
Transmission Minor	^^	^^	^^
Drive System	^^	^^	^^
Fuel System	^^	^^	^^
Electrical	^^	^^	^^
Climate System	^^	^	^^
Suspension	^^	^	^^
Brakes	^^	^^	^^
Exhaust	^^	^^	^^
Paint/Trim	^	^^	^^
Noises/Leaks	^	^	^^
Body Hardware	^^	^^	^^
Power Equipment	vv	!	^^
In-Car Electronics	vv	^^	!
USED CAR VERDICTS	^	^	!
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 198
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 114
Weight (lb.) 3,600
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) 915
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NA
Fuel
Regular
CR overall mpg 24

Buick Regal

THIS WELL-HONED AND satisfying sports sedan has a European feel thanks to its Opel roots. It is the antithesis of the whitewall-tired Buick of old. With its agile handling, quick steering, and a taut, steady ride, the Regal is one of Buick's best offerings. The 259-hp, 2.0-liter turbo four-cylinder delivers strong performance and 24 mpg overall. High-quality materials are used throughout the cabin. The front seats are firm and supportive, though the rear seat is quite snug. The large trunk is a bonus. Infotainment system controls are mostly simple, and all-wheel drive is available on all trim lines. Overall, this is a highly capable, yet understated car. The GS is a sportier version with a tauter suspension. A redesign is in the offing.

Overall Score	81
Predicted Reliability	^^
Owner Satisfaction	^
Road Test Score	83
Crash Prevention	Opt.

Base Price: $27,065-$36,540
Body Styles: sedan
Trim Lines: Base, GS, Premium I, Premium II
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (259 hp); 2.4-liter 4 (182 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Buick Regal 14	15	16
Engine Major	^^	^^	*
Engine Minor	^^	^^	*
Engine Cooling	^^	^^	*
Transmission Major	^^	^^	*
Transmission Minor	^^	^^	*
Drive System	^^	^^	*
Fuel System	^	^^	*
Electrical	^^	^^	*
Climate System	^^	^^	*
Suspension	^	^	*
Brakes	^^	^^	*
Exhaust	^^	^^	*
Paint/Trim	^	^	*
Noises/Leaks	^^	^	*
Body Hardware	^	^^	*
Power Equipment	^	^^	*
In-Car Electronics	vv	vv	*
USED CAR VERDICTS	^^	^^	*
NEW CAR PREDICTION	Much better than average ^^		

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 108
Weight (lb.) 3,710
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 925
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 24

WORSE BETTER

Buick Verano

THE VERANO IS based on the previous generation Chevrolet Cruze, and tries to pack luxury into a compact package. A high point is its commendably quiet cabin. Power from the 2.4-liter four-cylinder is adequate, but the engine sounds raspy and its 24 mpg overall is among the worst in the class. An available 2.0-liter, turbocharged four-cylinder makes the car quicker and quieter. It rides relatively comfortably, and handling is responsive though not as sporty as the Regal's. The interior is roomy enough up front, but very cramped in the rear. The lack of power recline and adjustable lumbar support for the driver's seat is chintzy. Forward-collision and lane-departure warning systems are readily available. 2017 marks the final model year for the Verano.

Overall Score	76
Predicted Reliability	
Owner Satisfaction	
Road Test Score	73
Crash Prevention	Opt.

Base Price: $21,065-$28,670
Body Styles: sedan
Trim Lines: 1SV, Base, Convenience, Leather, Premium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (250 hp); 2.4-liter 4 (180 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Buick Verano 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			*
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 71
Height (in.) 58
Wheelbase (in.) 106
Weight (lb.) 3,465
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 880
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) 1,000
Fuel
Regular
CR overall mpg 24

Cadillac ATS

OFFERED IN REAR- or all-wheel drive, the ATS has nimble, capable handling and sharp steering that makes it a treat to drive. The 2.0-liter turbo is quick, but doesn't feel powerful and got just 23 mpg overall when we tested it with the old six-speed automatic, which has now been supplanted by a better eight-speed unit. A smooth, refined 3.6-liter V6 is also available. The ride is taut, and braking is excellent. However, the Cue infotainment system, with its flush buttons, is very convoluted and frustrating to use. The interior is well-finished but very snug, particularly in the back. The high-performance ATS-V gets a 464-hp, twin-turbo V6, and a two-door coupe is also available. Reliability has remained much below average.

Overall Score	60
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	Opt.

Base Price: $34,595-$62,895
Body Styles: coupe; sedan
Trim Lines: Luxury, Premium Luxury, Premium Performance, Standard, V
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (272 hp); 3.6-liter V6 (335 hp); 3.6-liter V6 turbo (464 hp)
Transmissions: 8-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Cadillac ATS 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			*
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 71
Height (in.) 56
Wheelbase (in.) 109
Weight (lb.) 3,420
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 870
Cargo Volume, cu.ft. 10
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or premium
CR overall mpg 23

* Indicates insufficient data Years in red indicate redesigned or introduced

Cadillac CT6

CADILLAC'S NEW FLAGSHIP fits above the CTS and below the BMW 7 Series and Mercedes-Benz S-Class. But it's price-positioned against the luxury mid-size crowd. This large sedan possesses some athletic chops and has a steady, controlled ride and a very quiet interior. Most buyers will opt for the mid-level nonturbo V6, while the top trim carries a 404-hp twin-turbocharged V6. The eight-speed automatic is smooth and responsive. All-wheel drive comes standard with the V6s. The interior is posh and roomy, but cabin storage is a bit scant. Despite improvements, the updated Cue infotainment touch screen is still unintuitive.

Overall Score	81
Predicted Reliability	! *
Owner Satisfaction	^ *
Road Test Score	95
Crash Prevention	Opt.

Base Price: $53,495-$87,465
Body Styles: sedan
Trim Lines: Base, Luxury, Platinum, Premium Luxury
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 turbo (265 hp); 3.0-liter V6 turbo (404 hp); 3.6-liter V6 (335 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 204
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 122
Weight (lb.) 4,040
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 910
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) 1,000
Fuel
Regular or premium
CR overall mpg 22

Reliability History

TROUBLE SPOTS	Cadillac CT6 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			*
NEW CAR PREDICTION	Average !		

Cadillac CTS

THE CTS IS a luxury sedan with a firm, absorbent ride and precise handling that crowns it as one of the sportiest cars in the class. But as satisfying as it is to drive, the CTS can also be frustrating. Much of the blame goes to the overly complex Cue infotainment system. The cabin is luxurious, with impressive material quality. But rear-seat room is relatively snug and the trunk is a bit small. Neither the four-cylinder turbo nor the 3.6-liter V6 is as refined as the best in class. The high-end V-Sport is better, with effortless thrust. The high-performance CTS-V gives any $100,000 German supersedan a run for its money, thanks to the 640-hp, 6.2-liter supercharged V8 from the Corvette Z06 and track-worthy handling and braking.

Overall Score	71
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	83
Crash Prevention	Opt.

Base Price: $45,995-$85,995
Body Styles: sedan
Trim Lines: Base, Luxury, Premium Luxury, V, Vsport, V Sport
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (272 hp); 3.6-liter V6 (335, 420 hp); 6.2-liter V8 supercharged (640 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 115
Weight (lb.) 3,915
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 890
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) 1,000
Fuel
Regular or premium
CR overall mpg 22

Reliability History

TROUBLE SPOTS	Cadillac CTS 14	15	16
Engine Major	^^	^^	*
Engine Minor	^^	^^	*
Engine Cooling	^^	^^	*
Transmission Major	^^	^^	*
Transmission Minor	^^	^^	*
Drive System	!	^	*
Fuel System	^^	^^	*
Electrical	^^	^^	*
Climate System	v	^^	*
Suspension	vv	^^	*
Brakes	^^	!	*
Exhaust	^^	^^	*
Paint/Trim	^^	!	*
Noises/Leaks	^	^^	*
Body Hardware	^^	!	*
Power Equipment	^^	^^	*
In-Car Electronics	v	^	*
USED CAR VERDICTS	v	!	*
NEW CAR PREDICTION	Average !		

WORSE BETTER

Cadillac Escalade

THE ESCALADE FALLS down on the fundamentals as a luxury SUV; It rides too stiffly and can't stop or handle with the grace of its peers. Despite casting a massive shadow, the Cadillac is not even that roomy inside. The second-row seats aren't very comfortable, and the third row is cramped. For those who want more space, there is a longer ESV version that provides more cargo space. The Cue infotainment system is confounding. The real strength of the Escalade is in its work abilities, with a powerful 420-hp V8 and impressive tow capacity. Reliability has been well below average, ranking worst in class. We consider a well-trimmed Chevrolet Suburban or GMC Yukon XL to be a smarter buy.

Overall Score	44
Predicted Reliability	
Owner Satisfaction	
Road Test Score	61
Crash Prevention	Opt.

Base Price: $73,395-$97,795
Body Styles: 4-door SUV; extended SUV
Trim Lines: Luxury, Platinum, Premium Luxury, Standard
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear, 3 third
Engines: 6.2-liter V8 (420 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	Cadillac Escalade 14	15	16
Engine Major	*		
Engine Minor	*		
Engine Cooling	*		
Transmission Major	*		
Transmission Minor	*		
Drive System	*		
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		
USED CAR VERDICTS	*		
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 204
Width (in.) 81
Height (in.) 74
Wheelbase (in.) 116
Weight (lb.) 5,820
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 1,310
Cargo Volume, cu.ft. 48
Towing Capacity (lb.) 8,100
Fuel
Regular
CR overall mpg 16

Cadillac XT5

THE XT5 IS Cadillac's new luxury crossover and replaces the heavy and dated SRX. It's powered by a new 3.6-liter V6 paired with an eight-speed automatic. Despite decent measured acceleration, it feels a bit lethargic in everyday driving. Cadillac's convoluted Cue infotainment system is a little more manageable, but the unintuitive gear selector is maddening. A rear-camera system that displays in the rear view mirror comes on top versions. The XT5 handles soundly, though the ride is too stiff unless you opt for the active damping suspension that comes on top-trim versions. Occupants are treated to a quiet cabin, supportive seats, and impressive cabin fit and finish.

Overall Score	68
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	76
Crash Prevention	Opt.

Base Price: $38,995-$62,500
Body Styles: 4-door SUV
Trim Lines: Base, Luxury, Platinum, Premium Luxury
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (310 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	Cadillac XT5 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 75
Height (in.) 66
Wheelbase (in.) 113
Weight (lb.) 4,300
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 1,620
Cargo Volume, cu.ft. 33
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 20

* Indicates insufficient data Years in red indicate redesigned or introduced

Cadillac XTS

THIS LARGE SEDAN has a beautifully executed interior, perfect for limo duty. The XTS is roomy, luxurious, and quiet inside, with comfortable seats. It comes as either front-wheel-drive or all-wheel-drive. But the ride feels too ordinary for a luxury car, and handling isn't sporty. The powertrain lacks the finesse and brawn of some German and Asian competitors. The 3.6-liter V6 sounds coarse when prodded, though it ultimately performs well and returns a respectable 22 mpg overall. The unintuitive Cue infotainment system is frustrating to use, and the high rear deck impedes the view aft. A V-Sport version with a twin-turbo 3.6-liter engine gives the XTS V8-like power. Reliability has improved to above average.

Overall Score	77
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	Opt.

Base Price: $45,295-$72,395
Body Styles: sedan
Trim Lines: Luxury, Platinum, Premium Luxury, Standard, Vsport
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (304 hp); 3.6-liter V6 turbo (410 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Cadillac XTS 14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS		*	*
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 202
Width (in.) 73
Height (in.) 59
Wheelbase (in.) 112
Weight (lb.) 4,090
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 925
Cargo Volume, cu.ft. 18
Towing Capacity (lb.) 1,000
Fuel
Regular or premium
CR overall mpg 22

Chevrolet Camaro

FOR 2016 THE redesigned Camaro ratchets up both performance and sophistication. It is lighter, shorter, narrower, and lower than the previous car. These benefits come to light with impressive handling agility and sharp steering. The optional magnetic ride suspension impressively keeps the car planted. The manual shifter has light, precise throws. Base models use a 275-hp, turbo four-cylinder, while the new 3.6-liter V6 makes 335 hp. For the SS, Chevrolet dropped in the ferocious 6.2-liter V8 from the Corvette. All use a six-speed manual or an eight-speed automatic. The higher-quality interior features the easy-to-use MyLink infotainment system. Visibility is atrocious and rear-seat room is extremely tight. A performance ZL1 version arrives as a 2017 model with 640-hp, 6.2-liter V8 supercharged engine and available 10-speed automatic.

Overall Score	76
Predicted Reliability	*1
Owner Satisfaction	
Road Test Score	85
Crash Prevention	NA

Base Price: $26,305-$69,135
Body Styles: convertible; coupe
Trim Lines: LT, SS, ZL1
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (275 hp); 3.6-liter V6 (335 hp); 6.2-liter V8 (455 hp); 6.2-liter V8 (650 hp)
Transmissions: 8-speed automatic; 10-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Chevrolet Camaro 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			*
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 188
Width (in.) 75
Height (in.) 53
Wheelbase (in.) 111
Weight (lb.) 3,730
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 725
Cargo Volume, cu.ft. 11
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or premium
CR overall mpg 20

WORSE — BETTER

Chevrolet Colorado

GM'S SMALL PICKUPS, the Colorado and its GMC Canyon twin, are more maneuverable than full-sized trucks and better equipped than their Nissan and Toyota competitors. Buyers can choose from gas four-cylinder, an 18-mpg V6, or a four-cylinder diesel that returned 24 mpg overall. The ride is rather choppy, as befitting a pickup, but handling is responsive. Rear- and four-wheel-drive versions are available, as are extended and crew-cab body styles. Inside are the latest electronics, including the MyLink audio system. These are the first small trucks to offer forward-collision and lane-departure warnings, and a backup camera is standard. New for 2017 are an eight-speed automatic transmission and an updated, more responsive V6. Reliability has been below average.

Overall Score	56-57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67-69
Crash Prevention	Opt.

Base Price: $21,000-$40,500E
Body Styles: crew cab; extended cab
Trim Lines: Base, LT, WT, Z71
Drive Wheels: Rear or 4WD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (200 hp); 2.8-liter 4 turbodiesel (181 hp); 3.6-liter V6 (308 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Chevrolet Colorado 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 213
Width (in.) 74
Height (in.) 79
Wheelbase (in.) 128
Weight (lb.) 4,500
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,555
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 7,000
Fuel
Regular or diesel
CR overall mpg 18-24

Chevrolet Corvette

THE SHARP-EDGED CORVETTE has abundant power from its 455-hp, 6.2-liter V8 and an interior worthy of the price. A seven-speed manual is standard, with an eight-speed automatic optional. Drivers with a thirst for more power can opt for the 650-hp Z06. The car's all-aluminum construction optimizes weight savings and strength. Whether in coupe or convertible form, acceleration is blisteringly quick, and handling is pinpoint. With the adjustable driving modes the car can be a fairly refined cruiser or track-ready race car. The seats deliver support and comfort. But you can't ignore the low-slung cabin, which requires near-acrobatic skills to access, the vague manual shifter, and the omnipresent tire noise. Reliability has improved to average.

Overall Score	83
Predicted Reliability	
Owner Satisfaction	
Road Test Score	92
Crash Prevention	NA

Base Price: $55,490-$92,394
Body Styles: 2-door hatchback; convertible
Trim Lines: 1LT, 2LT, 3LT, Grand Sport, Z06
Drive Wheels: Rear
Seating: 2 front
Engines: 6.2-liter V8 (455 hp); 6.2-liter V8 (460 hp); 6.2-liter V8 supercharged (650 hp)
Transmissions: 8-speed automatic; 7-speed manual

Reliability History

TROUBLE SPOTS	Chevrolet Corvette 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 177
Width (in.) 74
Height (in.) 49
Wheelbase (in.) 107
Weight (lb.) 3,470
% weight front/rear 49/51
Cargo Measurement
Max. Load (lb.) 525
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 20

* Indicates insufficient data Years in red indicate redesigned or introduced

Chevrolet Cruze

THE REDESIGNED 2016 Cruze possesses big car qualities such as a comfortable ride and a quiet interior. The standard engine is an unobtrusive 1.4-liter, four-cylinder turbo mated to a six-speed automatic transmission. A smooth start-stop feature reduces fuel use during idling; we got 30 mpg overall in our tests. A new 1.6-liter turbodiesel and a hatchback version will be available later. A new infotainment system, featuring Apple CarPlay and Android Auto, mirrors some of your smart-phone icons on the screen. The rear seat is relatively roomy for the class but the front seats are short on lower back support. A variety of advanced active safety features are available, unfortunately only on the top-trim premier version. First year reliability of the redesign has been well above average.

Overall Score	78
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	Opt.

Base Price: $16,975-$23,945
Body Styles: 4-door hatchback; sedan
Trim Lines: L, LS, LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (153 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Chevrolet Cruze 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 71
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 2,915
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 870
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) 1,000
Fuel
Regular
CR overall mpg 30

Chevrolet Equinox

THE EQUINOX AND its twin, the GMC Terrain, straddle the small and midsized SUV categories. They have a taut, yet supple and controlled, ride with responsive and secure handling. But both the 3.6-liter V6 and the more fuel-efficient four-cylinder feel sluggish. The transmission blunts the performance of the V6, and fuel economy is mediocre. The 2016 models got a smattering of cosmetic updates, and the availability of advanced safety features, such as blind-spot monitoring, rear cross-traffic alert, and forward-collision and lane-departure warning. A rear-view camera is standard. Reliability has been above average, but the Equinox scored too low in our testing for us to recommend. A 2018 redesign arrives in spring 2017.

Overall Score	70-71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	68-69
Crash Prevention	Opt.

Base Price: $22,600-$31,490
Body Styles: 4-door SUV
Trim Lines: L, LS, LT, LTZ
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (182 hp); 3.6-liter V6 (301 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Chevrolet Equinox 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 188
Width (in.) 73
Height (in.) 66
Wheelbase (in.) 113
Weight (lb.) 4,155
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,040
Cargo Volume, cu.ft. 33.5
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 18-21

WORSE BETTER

Chevrolet Impala

OUR 2016 TOP Pick for large sedans, the Impala is roomy, comfortable, quiet, and enjoyable to drive. It even rides like a luxury sedan, feeling cushy and controlled. Engine choices include a punchy 3.6-liter V6 and an adequate 2.5-liter four-cylinder, both paired with a six-speed automatic. In our tests, the V6 returned 22 mpg overall and had good acceleration. Braking is capable, while handling is secure and responsive. The full-featured cabin stays very quiet, and features a sumptuous backseat and a huge trunk. Controls are intuitive and easy to use, but rear visibility is restricted. Advanced electronic safety features are readily available. Updates for 2016 include Apple CarPlay capability and wireless cellphone charging.

Overall Score	84
Predicted Reliability	
Owner Satisfaction	
Road Test Score	91
Crash Prevention	Opt.

Base Price: $27,060-$35,440
Body Styles: sedan
Trim Lines: 1LT, 1LTZ, 2LT, 2LTZ, LS
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (196 hp); 3.6-liter V6 (230 hp); 3.6-liter V6 (305 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Chevrolet Impala 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 201
Width (in.) 73
Height (in.) 59
Wheelbase (in.) 112
Weight (lb.) 3,855
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 945
Cargo Volume, cu.ft. 19
Towing Capacity (lb.) 1,000
Fuel
Regular or CNG
CR overall mpg 22

Chevrolet Malibu

SWOOPY STYLING AND modern powertrains are highlights of Chevrolet's redesigned midsized sedan. The new Malibu is competitive among midsized sedans with a quiet cabin and easy to use controls. In tests we found the Malibu quiet, with a comfortable ride and responsive handling. Two four-cylinder turbo engines are offered: a 1.5-liter with a six-speed automatic—which got 29 mpg in our tests—and more powerful and refined 2.0-liter backed by an eight-speed automatic. A new hybrid, utilizing some of the Chevrolet Volt technology, is also available. Up front is a roomy, comfortable cockpit and an updated version of Chevrolet's MyLink infotainment system. Unfortunately the cloth seats are a bit short on support. The rear seat is roomy, so long-legged passengers can stretch out.

Overall Score	76
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Opt.

Base Price: $21,625-$30,920
Body Styles: sedan
Trim Lines: Hybrid, L, LS, LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (163 hp); 1.8-liter 4 hybrid (182 hp); 2.0-liter 4 turbo (250 hp)
Transmissions: 6-speed automatic; 8-speed automatic; CVT

Reliability History

TROUBLE SPOTS	Chevrolet Malibu 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 194
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 112
Weight (lb.) 3,125
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) 1,000
Fuel
Regular
CR overall mpg 29

* Indicates insufficient data Years in red indicate redesigned or introduced

Chevrolet SS

YOU CAN THINK of the seemingly nondescript SS as a stealth weapon: A serious performance car cloaked in an innocuous exterior with a spacious, comfortable cabin. Its ferocious speed, sporty handling, and fantastic brakes keep pace with many high-end sports sedans. The rear-drive SS comes fully loaded and is powered by a burbling 415-hp, 6.2-liter V8 from the last-generation Corvette. Fuel economy isn't its forte: We got a paltry 17 mpg overall with the automatic. Controls are simple, and standard safety gear includes forward-collision alert, lane-departure warning, blind-spot monitors, and rear cross-traffic alert. The firm but tolerable ride is a modest drawback for this kind of performance. A six-speed manual is available.

Overall Score	74
Predicted Reliability	*
Owner Satisfaction	
Road Test Score	87
Crash Prevention	Std./

Base Price: $46,575
Body Styles: sedan
Trim Lines: —
Drive Wheels: Rear
Seating: 2 front, 3 rear
Engines: 6.2-liter V8 (415 hp)
Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	196
Width (in.)	75
Height (in.)	58
Wheelbase (in.)	115
Weight (lb.)	4,025
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	915
Cargo Volume, cu.ft.	18
Towing Capacity (lb.)	NR

Fuel
Premium
CR overall mpg 17

Reliability History

TROUBLE SPOTS	Chevrolet SS 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS	*	*	*
NEW CAR PREDICTION	Worse than average		

Chevrolet Silverado 1500

THE SILVERADO AND similar GMC Sierra have relatively responsive handling and a roomy cabin that is as quiet as a luxury car's. Cabin access is easy, controls simple, and towing and payload capacities generous. Fuel economy from the 5.3-liter V8 crew cab we tested was 16 mpg overall, but the truck feels sluggish. Other engines include a 4.3-liter V6 and powerful 6.2-liter V8. Some shortcomings include a jittery ride and front seats that aren't as supportive as those in some competitors. For 2016 more versions will get the eight-speed automatic, which should improve engine response. Other changes include available lane-keeping assist, and the addition of Apple CarPlay and Android Auto capabilities. Reliability has remained below average.

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Opt.

Base Price: $26,105-$53,645
Body Styles: crew cab; extended cab; regular cab
Trim Lines: Custom, High Country, LS, LT, LTZ, WT
Drive Wheels: Rear or 4WD
Seating: 3 front, 3 rear
Engines: 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	230
Width (in.)	80
Height (in.)	74
Wheelbase (in.)	144
Weight (lb.)	5,415
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	1,705
Cargo Volume, cu.ft.	NA
Towing Capacity (lb.)	11,200

Fuel
Regular
CR overall mpg 16

Reliability History

TROUBLE SPOTS	Chevrolet Silverado 1500 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

WORSE BETTER

Chevrolet Sonic

THE CHEVROLET SONIC hatchback and sedan possess a relatively comfortable ride and a quiet cabin for a subcompact. Fuel economy of 28 mpg overall is nothing to boast about. Handling is secure but a bit darty. The sedan has a large trunk, the hatch offers more utility. Creature comforts such as keyless entry and push-button start, and optional heated seats and steering wheel bring some maturity to the subcompact. A standard seven-inch touch screen is backed by Apple CarPlay and Android Auto capabilities. A rear camera is standard and on the safety front, optional forward-collision warning and lane-departure warning are welcome additions.

Base Price: $14,200-$21,485
Body Styles: 4-door hatchback; sedan
Trim Lines: LS, LT, Premier, RS
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (138 hp); 1.8-liter 4 (138 hp)
Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual

Overall Score	64
Predicted Reliability	!
Owner Satisfaction	⌄⌄
Road Test Score	66
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	Chevrolet Sonic 14	15	16
Engine Major	⌃⌃	⌃⌃	*
Engine Minor	⌃	⌃⌃	*
Engine Cooling	⌃	⌃⌃	*
Transmission Major	⌃⌃	⌃⌃	*
Transmission Minor	⌃⌃	⌃⌃	*
Drive System	⌃⌃	⌃⌃	*
Fuel System	⌄	⌃⌃	*
Electrical	⌃	⌃⌃	*
Climate System	⌄	!	*
Suspension	⌄	⌃⌃	*
Brakes	⌃⌃	⌃⌃	*
Exhaust	⌃⌃	!	*
Paint/Trim	⌃	⌃⌃	*
Noises/Leaks	⌃	⌃⌃	*
Body Hardware	⌄	⌃⌃	*
Power Equipment	⌃	⌃⌃	*
In-Car Electronics	⌃⌃	⌄	*
USED CAR VERDICTS	⌄	⌃⌃	*
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 174
Width (in.) 68
Height (in.) 60
Wheelbase (in.) 99
Weight (lb.) 2,765
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 895
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 28

Chevrolet Spark

WITH A SLIGHTLY longer wheelbase and lower roof, the redesigned Spark looks less goofy. Power comes from a 98-hp, 1.4-liter four-cylinder that delivers leisurely acceleration along with plenty of engine drone. Handling is very responsive but the darty steering makes it feel unsettling at speed. The ride is unyieldingly stiff. Inside, the elevated seating position gives the driver a commanding view out. The rear seat, however, is better suited for a backpack. The MyLink infotainment system has a seven-inch color display, making the Spark up-to-date on the connectivity front. Other updates include forward-collision alert, lane-departure warning, and blind-spot warning.

Base Price: $12,270-$16,535
Body Styles: 4-door hatchback
Trim Lines: 1LT, 2LT, LS
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.4-liter 4 (98 hp)
Transmissions: 5-speed manual; CVT

Overall Score	50
Predicted Reliability	!*
Owner Satisfaction	!*
Road Test Score	47
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	Chevrolet Spark 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS	*	*	*
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 143
Width (in.) 63
Height (in.) 58
Wheelbase (in.) 94
Weight (lb.) 2,280
% weight front/rear 64/36
Cargo Measurement
Max. Load (lb.) 660
Cargo Volume, cu.ft. 11
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 33

* Indicates insufficient data Years in red indicate redesigned or introduced

Chevrolet Suburban

IF YOU NEED space for seven or more people, all their stuff, and towing capacity to boot, little else but the Suburban will do. This behemoth has a sumptuous and quiet interior, power folding second- and third-row seats, and available blind-spot monitoring and cross-traffic alert. Beyond that, it's pretty much your standard hauler, with a 5.3-liter V8 mated to a six-speed automatic, and a respectable 16 mpg overall. The touch-screen infotainment system is easy to use, and the magnetic ride suspension on LTZ trims improves ride comfort and handling response and capability. Recent updates include available lane-keeping assist, plus Apple CarPlay. Reliability has been much below average.

Overall Score	54
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Opt.

Base Price: $47,595-$64,700
Body Styles: 4-door SUV
Trim Lines: LS, LT, LTZ
Drive Wheels: Rear or 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Chevrolet Suburban 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 224
Width (in.) 81
Height (in.) 74
Wheelbase (in.) 130
Weight (lb.) 5,945
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,455
Cargo Volume, cu.ft. 62.5
Towing Capacity (lb.) 8,000
Fuel
Regular
CR overall mpg 16

Chevrolet Tahoe

THE TAHOE HAS a luxurious and quiet interior, decent second- and third-row seats, and available features such as blind-spot monitoring and cross-traffic alert. Beyond that, fuel economy from the 5.3-liter V8 and six-speed automatic is 16 mpg. But the engine doesn't feel responsive enough in everyday driving. The touch-screen infotainment system is easy to use. The ride is stiff, although the Magnetic Ride Control suspension on LTZ trims improves ride comfort and handling response and capability. Properly equipped versions can tow 8,500 pounds. But car-based SUVs have better handling and are more efficient. Lane-keeping assist is now available. Reliability has been much below average.

Overall Score	51
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	Opt.

Base Price: $44,895-$62,000
Body Styles: 4-door SUV
Trim Lines: LS, LT, LTZ
Drive Wheels: Rear or 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Chevrolet Tahoe 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 204
Width (in.) 81
Height (in.) 74
Wheelbase (in.) 116
Weight (lb.) 5,635
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,580
Cargo Volume, cu.ft. 47.5
Towing Capacity (lb.) 8,300
Fuel
Regular
CR overall mpg 16

Chevrolet Traverse

ALTHOUGH IT DATES back to 2008, the large Traverse is still a competitive three-row SUV. We liked its firm, comfortable, and quiet ride and its relatively agile, secure handling. But like its corporate cousins, the Buick Enclave and GMC Acadia, it's beginning to show its age. The 3.6-liter V6 and six-speed automatic powertrain is smooth and powerful enough, but it works hard in this large SUV, and its 16 mpg overall is uncompetitive. A big plus is the ability to fit adults in the roomy third row. Fit and finish has been improved, and forward-collision and lane-departure warning systems are available. A redesign is around the corner based on the same platform as the new GMC Acadia.

Overall Score	76
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	Opt.

Base Price: $30,995-$43,935
Body Styles: 4-door SUV
Trim Lines: LS, LT, LTZ
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.6-liter V6 (281 hp); 3.6-liter V6 (288 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Chevrolet Traverse 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 204
Width (in.) 78
Height (in.) 70
Wheelbase (in.) 119
Weight (lb.) 4,975
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,405
Cargo Volume, cu.ft. 48.5
Towing Capacity (lb.) 5,200
Fuel
Regular
CR overall mpg 16

Chevrolet Trax

THIS BITE-SIZED CROSSOVER, essentially a stripped-down Buick Encore, is an ambitiously priced budget model. Available in front- or all-wheel drive, the Trax has a 1.4-liter turbo four-cylinder and six-speed automatic, which didn't deliver impressive performance or particularly frugal fuel economy. The cabin is narrow, cramped, and overall basic, with just a few niceties. Pronounced engine noise and a stiff ride don't add to the experience, nor does the occasionally bumpy transmission. The Trax features the next-generation versions of OnStar and MyLink infotainment systems. At $26,000, our Trax LT AWD test car costs as much as larger, more substantial SUVs such as the Subaru Forester.

Overall Score	62
Predicted Reliability	
Owner Satisfaction	
Road Test Score	55
Crash Prevention	Opt.

Base Price: $21,871-$28,495
Body Styles: 4-door SUV
Trim Lines: LS, LT, Premier
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (138 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Chevrolet Trax 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			*
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 167
Width (in.) 70
Height (in.) 66
Wheelbase (in.) 101
Weight (lb.) 3,255
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 945
Cargo Volume, cu.ft. 26
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 25

* Indicates insufficient data Years in red indicate redesigned or introduced

Chevrolet Volt

GM'S SECOND-GENERATION ELECTRIC car with a backup gas engine is much improved. It is quicker, quieter, rides more comfortably, and has easier-to-use controls. Electric-only range is 50 miles, at which point the engine kicks in to extend the range. It takes 4.5 hours to recharge the car using a 240V connection. We got 38 mpg in gas mode. This new 1.5-liter engine acts as a generator, which eliminates the range anxiety common to electric-only vehicles. Driver visibility is slightly improved, and the infotainment system is among the best. The rear seat is tight and difficult to get into. Heated seats and steering wheel are needed because of the car's tepid heat. First-year reliability of the redesign has been well-below average.

Overall Score	54
Predicted Reliability	⏬
Owner Satisfaction	⏫*
Road Test Score	70
Crash Prevention	Opt.

Base Price: $33,220-$37,570
Body Styles: 4-door hatchback
Trim Lines: LT, Premier
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 + electric (149 hp)
Transmissions: 1-speed direct

Reliability History

TROUBLE SPOTS	Chevrolet Volt 14	15	16
Engine Major	⏫	⏫	⏫
Engine Minor	⏫	⏫	!
Engine Cooling	⏫	⏫	⏫
Transmission Major	⏫	⏫	⏫
Transmission Minor	⏫	⏫	⏫
Drive System	!	⏫	⏫
Fuel System	⏫	🔼	🔼
Electrical	⏫	⏫	🔼
Climate System	!	!	⏫
Suspension	⏫	⏫	⏫
Brakes	⏫	⏫	⏫
Exhaust	⏫	⏫	⏫
Paint/Trim	⏫	🔼	🔼
Noises/Leaks	🔽	🔼	!
Body Hardware	⏫	⏫	⏫
Power Equipment	🔼	🔽	🔼
In-Car Electronics	!	⏬	!
USED CAR VERDICTS	!	🔽	⏬
NEW CAR PREDICTION	Much worse than average ⏬		

Facts & Figures

Exterior Dimensions
Length (in.) 180
Width (in.) 71
Height (in.) 56
Wheelbase (in.) 106
Weight (lb.) 3,520
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 750
Cargo Volume, cu.ft. 11
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 105

Chrysler 200

A MEDIOCRE CAR in a category overflowing with competent, and even excellent, alternatives, the 200 drives like it's from a previous era. Handling is clumsy, the ride is rough and unsettled, and the four-cylinder engine is underwhelming. But the V6 is fairly polished and can be had with AWD. Not only is the transmission uncooperative, but it has proven to be a reliability albatross. A relatively quiet cabin is the only consolation. Sitting in the tight rear seat feels claustrophobic and access is compromised. The 200 has the dubious distinction of carrying the lowest overall road test score in the class, as well as the lowest predicted reliability rating. The 200 is late into its model life span and frankly feels it.

Overall Score	47-49
Predicted Reliability	⏬
Owner Satisfaction	🔽
Road Test Score	63-66
Crash Prevention	Opt.

Base Price: $21,995-$31,785
Body Styles: sedan
Trim Lines: C, Limited, LX, S, Touring
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (184 hp); 3.6-liter V6 (295 hp)
Transmissions: 9-speed automatic

Reliability History

TROUBLE SPOTS	Chrysler 200 14	15	16
Engine Major	*	⏫	*
Engine Minor	*	⏫	*
Engine Cooling	*	⏫	*
Transmission Major	*	!	*
Transmission Minor	*	⏬	*
Drive System	*	!	*
Fuel System	*	⏫	*
Electrical	*	⏫	*
Climate System	*	🔼	*
Suspension	*	⏫	*
Brakes	*	⏫	*
Exhaust	*	⏫	*
Paint/Trim	*	⏫	*
Noises/Leaks	*	⏫	*
Body Hardware	*	⏫	*
Power Equipment	*	🔼	*
In-Car Electronics	*	!	*
USED CAR VERDICTS	*	⏬	*
NEW CAR PREDICTION	Much worse than average ⏬		

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 74
Height (in.) 55
Wheelbase (in.) 108
Weight (lb.) 3,465
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 25-30

WORSE BETTER

Chrysler 300

CHRYSLER'S ROOMY AND luxurious 300 is one of the best large sedans on the market. Inside, you'll find plenty of space for five adults, comfortable seats, and attractive trim. The 5.7-liter V8 is punchy, but thirsty. We prefer the 3.6-liter V6, which got a good 22 mpg overall in our tests. Both engines use a smooth eight-speed automatic. All-wheel drive is optional. A stately ride, responsive handling, and a quiet cabin make the 300 feel like a true luxury car at thousands less than luxury brands charge. The Uconnect infotainment system is one of the best in the industry. The last freshening added a rotating gearshift knob, a big driver-info screen in the gauge cluster, and a host of modern safety gear. Reliability has improved to average.

Overall Score	71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	83-84
Crash Prevention	Opt.

Base Price: $31,395-$43,695
Body Styles: sedan
Trim Lines: C, C Platinum, Limited, S
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (292 hp); 3.6-liter V6 (300 hp); 5.7-liter V8 (363 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	Chrysler 300 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			*
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 199
Width (in.) 75
Height (in.) 58
Wheelbase (in.) 120
Weight (lb.) 4,095
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 865
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) 1,000
Fuel
Regular
CR overall mpg 20-22

Chrysler Pacifica

THE PACIFICA IS much better than the Chrysler Town & Country minivan it replaced. The new van is offered in seven- and eight-passenger configurations, and retains the fold into the floor seats. The 3.6-liter V6, paired to a nine-speed automatic, provides ample power and gets an impressive 21 mpg overall. Handling is responsive, the ride is comfortable, and the cabin is quiet. A plug-in hybrid version will be available with a claimed electric range of 30 miles. The power sliding doors can be opened with the press of a small button, making it easy for kids. The latest version of the UConnect touchscreen system is intuitive, and a shifter in the form of a rotating knob. High-end versions feature individual screens for rear passengers with built-in games. An all-wheel-drive version won't be available, at least initially.

Overall Score	67
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	85
Crash Prevention	Opt.

Base Price: $28,595-$42,495
Body Styles: minivan
Trim Lines: Hybrid, Limited, LX, Touring, Touring L, Touring L Plus
Drive Wheels: Front
Seating: 2 front, 3 rear, 3 third
Engines: 3.6-liter V6 (248 hp); 3.6-liter V6 (287 hp)
Transmissions: 9-speed automatic; CVT

Reliability History

TROUBLE SPOTS	Chrysler Pacifica 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 204
Width (in.) 80
Height (in.) 70
Wheelbase (in.) 122
Weight (lb.) 4,535
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,300
Cargo Volume, cu.ft. 66
Towing Capacity (lb.) 3,600
Fuel
Regular
CR overall mpg 21

* Indicates insufficient data Years in red indicate redesigned or introduced

Dodge Challenger

THE LOOK MAY be old-school, yet the Challenger is a modern, thrilling barnstormer. It's too heavy and wide for pinpoint handling on narrow roads, but it's balanced and enjoyable on an open track. The V8 sound is heartwarming. Ride comfort, noise isolation, and the stiff shifter and clutch detract, and the view out is dreadful. The rear seat is relatively roomy but access is awkward. Performance packages include a 485-hp, 6.4-liter V8, and a 707-hp, 6.2-liter supercharged V8 in the Hellcat. A six-speed manual and an eight-speed automatic are available. We prefer the 5.7-liter V8 over the base V6. Safety tech includes blind-spot monitoring, rear cross-path detection, and forward-collision warning. Reliability has been below average.

Overall Score	53
Predicted Reliability	⌄⌄
Owner Satisfaction	⌃⌃
Road Test Score	70
Crash Prevention	Opt.

Base Price: $26,995-$58,295
Body Styles: coupe
Trim Lines: R/T, R/T Plus, SRT, SXT
Drive Wheels: Rear
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (305 hp); 5.7-liter V8 (375 hp); 6.2-liter V8 (707 hp); 6.4-liter V8 supercharged (485 hp)
Transmissions: 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	198
Width (in.)	76
Height (in.)	57
Wheelbase (in.)	116
Weight (lb.)	4,190
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	865
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	1,000

Fuel
Regular or premium
CR overall mpg 20

Reliability History

TROUBLE SPOTS	Dodge Challenger 14	15	16
Engine Major	*	⌃⌃	*
Engine Minor	*	⌃⌃	*
Engine Cooling	*	⌃⌃	*
Transmission Major	*	⌃⌃	*
Transmission Minor	*	⌃⌃	*
Drive System	*	⌃	*
Fuel System	*	⌄	*
Electrical	*	⌃⌃	*
Climate System	*	⌃⌃	*
Suspension	*	⌃⌃	*
Brakes	*	⌄	*
Exhaust	*	⌃⌃	*
Paint/Trim	*	!	*
Noises/Leaks	*	⌄⌄	*
Body Hardware	*	⌃⌃	*
Power Equipment	*	⌄⌄	*
In-Car Electronics	*	⌄⌄	*
USED CAR VERDICTS	*	⌄⌄	*
NEW CAR PREDICTION	Much worse than average ⌄⌄		

Dodge Charger

LIKE ITS COUSIN, the Chrysler 300, the Charger is a big, comfortable cruiser with an array of sophisticated technology on tap. It delivers a comfortable ride, and the quiet cabin is well-equipped, making the Charger a bargain luxury sedan. The 3.6-liter V6 and eight-speed automatic work well, while the 370-hp 5.7-liter Hemi V8 packs more punch, at the expense of fuel economy. The power-mad can have a 485-hp 6.4-liter or the Hellcat's 707-hp supercharged V8. All-wheel drive is optional on mainstream versions. Forward-collision warning, which can slow or bring the vehicle to a full stop to avoid a collision, is available. The well-designed Uconnect touch-screen infotainment system is optional. Reliability has remained much below average.

Overall Score	60-61
Predicted Reliability	⌄⌄
Owner Satisfaction	⌃
Road Test Score	82-85
Crash Prevention	NA

Base Price: $27,995-$63,995
Body Styles: sedan
Trim Lines: R/T, SE, SRT, SXT
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (292 hp); 5.7-liter V8 (370 hp); 6.2-liter V8 supercharged (707 hp); 6.4-liter V8 (485 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	198
Width (in.)	75
Height (in.)	58
Wheelbase (in.)	120
Weight (lb.)	4,335
% weight front/rear	54/46

Cargo Measurement

Max. Load (lb.)	865
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	1,000

Fuel
Regular or premium
CR overall mpg 20-22

Reliability History

TROUBLE SPOTS	Dodge Charger 14	15	16
Engine Major	⌃⌃	⌃⌃	*
Engine Minor	⌃	⌃⌃	*
Engine Cooling	⌃⌃	⌃⌃	*
Transmission Major	⌄	⌄	*
Transmission Minor	⌃	⌄⌄	*
Drive System	⌃	⌃⌃	*
Fuel System	⌃⌃	⌃⌃	*
Electrical	⌃⌃	⌃⌃	*
Climate System	⌄⌄	⌃⌃	*
Suspension	⌄	⌃⌃	*
Brakes	⌃⌃	!	*
Exhaust	⌃⌃	⌃⌃	*
Paint/Trim	⌃⌃	⌃⌃	*
Noises/Leaks	⌃⌃	⌃⌃	*
Body Hardware	⌃	⌃⌃	*
Power Equipment	⌃⌃	!	*
In-Car Electronics	⌃	⌃⌃	*
USED CAR VERDICTS	⌄⌄	⌄⌄	*
NEW CAR PREDICTION	Much worse than average ⌄⌄		

WORSE BETTER

Dodge Dart

DESPITE SOME RECENT updates, the compact Dart still falls short of the big leagues. Strong points include taut handling and a composed ride. In addition, the front cabin is quite spacious and the Uconnect infotainment system on the upper trims is one of the better ones. Despite improvements, the rear-seat accommodations don't measure up to the class. The 2.4-liter four-cylinder is mated to a smooth six-speed automatic. This combo returned 27 mpg overall in our tests, unimpressive by class standards. Though it lacks refinement, this engine is a better choice than the sluggish base 2.0-liter (which got the same mileage) or the 1.4-liter turbo that's linked to the dual-clutch transmission. The Dart will be discontinued after the 2017 model year.

Base Price: $16,995-$24,395
Body Styles: sedan
Trim Lines: GT Sport, SXT Sport, Turbo
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (160 hp); 2.0-liter 4 (160 hp); 2.4-liter 4 (184 hp)
Transmissions: 6-speed automatic; 6-speed manual; 6-speed sequential

Overall Score	56
Predicted Reliability	*
Owner Satisfaction	
Road Test Score	68
Crash Prevention	NA

Reliability History

TROUBLE SPOTS	Dodge Dart 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS	*	*	*
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 72
Height (in.) 58
Wheelbase (in.) 106
Weight (lb.) 3,260
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) 1,000
Fuel
Regular
CR overall mpg 27

Dodge Durango

SPACIOUS, QUIET, AND comfortable, the Durango impressively blends workhorse utility with ample creature comforts. It shares its platform with the Jeep Grand Cherokee but is longer and adds a third-row seat. Handling is responsive. The ride is composed and comfortable, making the Durango feel sophisticated and substantial. The slick eight-speed automatic improved performance and fuel economy with both the V6 and V8 engines. The optional Uconnect 8.4-inch infotainment system is one of the best, with intuitive operation. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors. Limited visibility is a downside, but a rear-view camera is standard on all but the lowest trim lines. Reliability has dropped to below average.

Base Price: $29,995-$45,090
Body Styles: 4-door SUV
Trim Lines: Citadel, GT, R/T, SXT
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.6-liter V6 (290 hp); 5.7-liter V8 (360 hp)
Transmissions: 8-speed automatic

Overall Score	63
Predicted Reliability	
Owner Satisfaction	
Road Test Score	83
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	Dodge Durango 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			*
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 200
Width (in.) 76
Height (in.) 71
Wheelbase (in.) 120
Weight (lb.) 5,105
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) 1,200
Cargo Volume, cu.ft. 44
Towing Capacity (lb.) 6,200
Fuel
Regular
CR overall mpg 18

* Indicates insufficient data Years in red indicate redesigned or introduced

Dodge Grand Caravan

THE DODGE GRAND Caravan continues on, as its corporate sibling Chrysler Town & Country is redesigned, complete with a new name: Pacifica. The Dodge offers a lower price point, but there is no escaping that this is an older design that falls short as a family road-trip machine. For instance, the second-row seats are thin, low, and uncomfortable. Although the 283-hp V6 is powerful, the fuel economy is lousy at just 17 mpg overall-the worst among all minivans. And the van scored a Poor in the IIHS small-overlap frontal crash test. Don't be swayed by the massive incentives that will likely be available on this minivan, already the cheapest one on the market.

Overall Score	62
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	72
Crash Prevention	NA

Base Price: $23,995-$32,395
Body Styles: minivan extended
Trim Lines: GT, SE, SE Plus, SXT
Drive Wheels: Front
Seating: 2 front, 2 rear, 3 third
Engines: 3.6-liter V6 (283 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 203
Width (in.) 79
Height (in.) 68
Wheelbase (in.) 121
Weight (lb.) 4,685
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,150
Cargo Volume, cu.ft. 61.5
Towing Capacity (lb.) 3,600
Fuel
Regular
CR overall mpg 17

Reliability History

TROUBLE SPOTS	Dodge Grand Caravan 14	15	16
Engine Major	⇈	⇈	⇈
Engine Minor	↑	⇈	⇈
Engine Cooling	⇈	⇈	⇈
Transmission Major	⇈	⇈	⇈
Transmission Minor	!	↑	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	!	!	⇈
Suspension	⇈	⇈	⇈
Brakes	↑	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	↑	⇈	⇈
Noises/Leaks	↑	⇈	↑
Body Hardware	⇈	↑	↑
Power Equipment	!	!	↑
In-Car Electronics	↑	↑	⇈
USED CAR VERDICTS	!	!	!
NEW CAR PREDICTION	Average !		

Dodge Journey

DON'T START BELIEVING in the Dodge Journey. On paper, this mid-sized SUV may sound compelling, but in our tests, we found that it has a confining interior, lacks agility, and the V6 delivers the worst fuel economy in its class. Add to that, it suffers from below average reliability and poor performance in IIHS small-overlap frontal crash test. But it rides well, the cabin is relatively quiet, and it offers a snug third-row seat. The Journey is late in its model run, with discounts commonplace. But don't be tempted. This low-rated model is a poor value anywhere--even at the airport rental lot.

Overall Score	49
Predicted Reliability	↓
Owner Satisfaction	⇊
Road Test Score	64
Crash Prevention	NA

Base Price: $20,995-$33,695
Body Styles: 4-door SUV
Trim Lines: Crossroad, Crossroad Plus, GT, SE, SXT
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.4-liter 4 (173 hp); 3.6-liter V6 (283 hp)
Transmissions: 4-speed automatic; 6-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 72
Height (in.) 68
Wheelbase (in.) 114
Weight (lb.) 4,410
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,165
Cargo Volume, cu.ft. 37
Towing Capacity (lb.) 2,500
Fuel
Regular
CR overall mpg 16

Reliability History

TROUBLE SPOTS	Dodge Journey 14	15	16
Engine Major	⇈	⇈	*
Engine Minor	⇈	⇈	*
Engine Cooling	↑	↑	*
Transmission Major	⇈	⇈	*
Transmission Minor	↑	⇈	*
Drive System	!	↑	*
Fuel System	⇈	⇈	*
Electrical	⇈	⇈	*
Climate System	↑	↑	*
Suspension	↓	↓	*
Brakes	!	↓	*
Exhaust	⇈	⇈	*
Paint/Trim	↑	↑	*
Noises/Leaks	⇈	⇈	*
Body Hardware	⇈	⇈	*
Power Equipment	⇈	↑	*
In-Car Electronics	⇊	⇊	*
USED CAR VERDICTS	↓	⇊	*
NEW CAR PREDICTION	Worse than average ↓		

Fiat 124

WITH THE FIAT 124 Spider, Mazda and Fiat have collaborated to share the latest MX-5 Miata roadster platform. But the Spider is more than a rebadged Miata. It carries a 160-hp, 1.4-liter turbo four-cylinder from the Fiat stable. Like the Miata, it can be paired with a six-speed manual or six-speed automatic transmission. While that's a smaller engine than the Mazda's nonturbo 2.0-liter, the Fiat produces more readily available power. We were pleased to find the seats in the 124 are more comfortable than the ones in the Miata. Fiat tuned the suspension differently and the 124 corners with less body lean and a more relaxed turn-in response than the Mazda does.

Overall Score	NA
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	NA
Crash Prevention	NA

Base Price: $24,995-$28,195
Body Styles: convertible
Trim Lines: Abarth, Classica, Lusso
Drive Wheels: Rear
Seating: 2 front
Engines: 1.4-liter 4 turbo (160 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Fiat 124 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 160
Width (in.) 69
Height (in.) 49
Wheelbase (in.) 91
Weight (lb.) 2,435
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) 340
Cargo Volume, cu.ft. 5
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 30

Fiat 500

THE 500'S ALERT handling, free-revving engine, and crisp-shifting manual make it engaging to drive. The base engine and manual returned 33 mpg overall, but it lacks low-end thrust. The 135-hp turbo improves the experience. On all versions the ride is choppy and the cabin noisy. Head room up front is good, but some will find the steering wheel too far away and the driving position awkward. The tight rear seats are difficult to access, and the cargo area is miniscule. The convertible top can be pulled back like a sunroof or fully dropped. The Abarth is quick and grips well, while the electric 500e is enjoyable for its silence and efficiency. Reliability has been well below average. The 500 scored a Poor in the IIHS small-overlap crash test.

Overall Score	40-52
Predicted Reliability	
Owner Satisfaction	
Road Test Score	52-66
Crash Prevention	NA

Base Price: $15,990-$21,490
Body Styles: 2-door hatchback; convertible
Trim Lines: Abarth, e, Easy, Lounge, Pop, Sport, Turbo
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: Electric (111 hp); 1.4-liter 4 (101 hp); 1.4-liter 4 turbo (135 hp); 1.4-liter 4 turbo (160 hp)
Transmissions: 6-speed automatic; 5-speed manual

Reliability History

TROUBLE SPOTS	Fiat 500 14	15	16
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*
USED CAR VERDICTS	*		*
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 140
Width (in.) 64
Height (in.) 60
Wheelbase (in.) 91
Weight (lb.) 2,415
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 750
Cargo Volume, cu.ft. 10
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or premium or electric
CR overall mpg 28-34

* Indicates insufficient data Years in red indicate redesigned or introduced

Fiat 500L

THIS ITALIAN CONFECTION feels undercooked and has several significant flaws. It earned a dismal road test score, thanks in part to a stiff ride, flat seats, and an odd driving position. No surprise, owner satisfaction is low—meaning a strong percentage of owners wish they hadn't bought this hatchback. The 500L also has one of the worst reliability scores among all new cars in our recent survey. If that still isn't enough to dissuade you, it scored a Poor in the IIHS small-overlap frontal test. To its credit, this quasi-wagon responds eagerly in turn, handles securely at its limit, and has a roomy cabin. But it would take more those virtues for this to earn a place on a smart-shopper's list.

Overall Score	35
Predicted Reliability	⌄⌄
Owner Satisfaction	⌄⌄
Road Test Score	50
Crash Prevention	NA

Base Price: $19,495-$24,795
Body Styles: 4-door hatchback
Trim Lines: Lounge, Pop, Trekking
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (160 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Fiat 500L 14	15	16
Engine Major	⌃	*	*
Engine Minor	⌃⌃	*	*
Engine Cooling	⌃⌃	*	*
Transmission Major	⌃	*	*
Transmission Minor	⌄⌄	*	*
Drive System	!	*	*
Fuel System	⌃⌃	*	*
Electrical	!	*	*
Climate System	⌃⌃	*	*
Suspension	⌃⌃	*	*
Brakes	!	*	*
Exhaust	⌃⌃	*	*
Paint/Trim	!	*	*
Noises/Leaks	⌃⌃	*	*
Body Hardware	⌃	*	*
Power Equipment	⌄⌄	*	*
In-Car Electronics	⌄⌄	*	*
USED CAR VERDICTS	⌄⌄	*	*
NEW CAR PREDICTION	Much worse than average ⌄⌄		

Facts & Figures

Exterior Dimensions
Length (in.) 167
Width (in.) 70
Height (in.) 66
Wheelbase (in.) 103
Weight (lb.) 3,330
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 22.5
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 27

Fiat 500X

WITH ITS ADORABLE styling you almost want to hug this latest Fiat. But the more time you spend with it, the more its appeal wanes, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. Styled like a burlier Fiat 500, the X is a sister vehicle to the Jeep Renegade, and it shares some of the same virtues and weaknesses. Both models offer two four-cylinder engines: the 160-hp, 1.4-liter turbo and a 180-hp, 2.4-liter. Both are mated to a nine-speed automatic that is neither smooth nor responsive. Fuel economy, at 23 mpg overall, is unimpressive for a vehicle this size. The interior has some flair, and a number of upscale features, such as heated seats, blind-spot warning, and lane-departure warning, are available.

Overall Score	42
Predicted Reliability	⌄⌄*
Owner Satisfaction	⌃*
Road Test Score	50
Crash Prevention	Opt.

Base Price: $19,995-$27,035
Body Styles: 4-door SUV
Trim Lines: Lounge, Pop, Trekking
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (160 hp); 2.4-liter 4 (180 hp)
Transmissions: 9-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Fiat 500X 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			*
NEW CAR PREDICTION	Much worse than average ⌄⌄		

Facts & Figures

Exterior Dimensions
Length (in.) 167
Width (in.) 71
Height (in.) 64
Wheelbase (in.) 101
Weight (lb.) 3,280
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 1,080
Cargo Volume, cu.ft. 19.5
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 23

WORSE BETTER

Ford C-MAX

BASED ON THE compact Focus, the five-passenger C-Max hybrid is a clever, quiet, spacious, and practical hatchback. It rides well and handles capably. Regenerative braking helps with fuel economy but makes the brake pedal feel touchy. The 2.0-liter four-cylinder and electric motor deliver adequate acceleration and seamless transitions between gas and electric power, and the C-Max can run in electric mode up to about 40 mph. We measured an excellent 37 mpg overall. The Energi plug-in can travel in electric-only mode for about 18 miles before switching to hybrid operation. It takes 6 hours to charge on 120-volt and 2 hours on 240-volt. Ford's new Sync 3 infotainment system is standard. Reliability has been average.

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	NA

Base Price: $24,170-$31,770
Body Styles: wagon
Trim Lines: Energi, Hybrid SE, Hybrid SEL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 + electric (188 hp); 2.0-liter 4 hybrid (188 hp)
Transmissions: CVT

Reliability History

TROUBLE SPOTS	Ford C-MAX 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 174
Width (in.) 72
Height (in.) 64
Wheelbase (in.) 104
Weight (lb.) 3,615
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 28
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 37-47

Ford Edge

NEW AND VASTLY improved, the second-generation Edge carries itself like a pricier European SUV. Based on the commendable Fusion sedan, the Edge likewise delivers a steady, comfortable ride and confident handling that makes it fun to drive. The quiet cabin wouldn't be out of place in a luxury car. Roomy interior provides comfortable quarters, front and rear, while also delivering generous cargo space. The standard 2.0-liter turbo four-cylinder gets 21 mpg and is more pleasant than the 3.5-liter V6. A twin-turbo 2.7-liter V6 is offered on the Sport trim. All use a smooth six-speed automatic. Front- and all-wheel drive is available. Safety options include blind-spot monitoring, forward and rear-view cameras, and cross-traffic alert.

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84
Crash Prevention	Opt.

Base Price: $28,700-$40,900
Body Styles: 4-door SUV
Trim Lines: SE, SEL, Sport, Titanium
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (245 hp); 2.7-liter V6 turbo (315 hp); 3.5-liter V6 (280 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Ford Edge 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 188
Width (in.) 76
Height (in.) 69
Wheelbase (in.) 112
Weight (lb.) 4,205
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 935
Cargo Volume, cu.ft. 39
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 21

* Indicates insufficient data Years in red indicate redesigned or introduced

Ford Escape

FOR 2017 THE Ford Escape gets some major updates, including new 1.5- and 2.0-liter turbocharged engines with start/stop capability, and advanced safety features such as forward-collision warning with automatic braking. The fleet-footed Escape has impressive handling prowess, which makes it one of the most entertaining to drive models in the small-SUV class. It also has a taut, controlled ride and a quiet interior, but the rear seat is a bit low and the cushion is short. The impressive Sync 3 system is standard, replacing the old MyFord Touch infotainment system. One new feature is SYNC Connect, a smartphone app that allows owners to use their cell phone to lock and unlock their Escape, remotely start the engine, and track the vehicle location via GPS. Reliability has improved to average.

Overall Score	71
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	75
Crash Prevention	Opt.

Base Price: $23,600-$30,800
Body Styles: 4-door SUV
Trim Lines: S, SE, Titanium
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (179 hp); 2.0-liter 4 turbo (245 hp); 2.5-liter 4 (168 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Ford Escape 14	15	16
Engine Major	⇈	⇈	⇈
Engine Minor	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈
Transmission Major	⇈	⇈	⇈
Transmission Minor	⇈	^	⇈
Drive System	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⇈	⇈	⇈
Suspension	^	⇈	⇈
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈
Noises/Leaks	!	^	⇈
Body Hardware	⇈	⇈	⇈
Power Equipment	^	^	⇈
In-Car Electronics	!	!	^
USED CAR VERDICTS	!	^	!
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 178
Width (in.) 72
Height (in.) 66
Wheelbase (in.) 106
Weight (lb.) 3,885
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 35
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 23

Ford Expedition

THIS IMPOSING SUV'S 3.5-liter turbocharged V6 delivers more power and better fuel economy than the V8 it replaced. Paired with the standard six-speed automatic, our Expedition returned 14 mpg overall in testing, a one-mpg improvement. The V6 also has plenty of torque for trailer towing. Regular- and long-wheelbase versions are available, as well as eight-passenger seating. And that's where the fun stops. The aging Expedition trails the competition because of its clumsy handling, noisy cabin, and low-rent interior. For the 2016 model year, Sync 3 replaces the much-maligned MyFord Touch infotainment system. Reliability is now much above average.

Overall Score	67
Predicted Reliability	⇈
Owner Satisfaction	⇈
Road Test Score	61
Crash Prevention	NA

Base Price: $41,700-$68,996
Body Styles: 4-door SUV; extended SUV
Trim Lines: King Ranch, King Ranch EL, Limited, Limited EL, Platinum, XLT, XLT EL
Drive Wheels: Rear or 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 turbo (365 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Ford Expedition 14	15	16
Engine Major	⇈	⇈	*
Engine Minor	⇈	⇈	*
Engine Cooling	⇈	⇈	*
Transmission Major	⇈	⇈	*
Transmission Minor	⇈	⇈	*
Drive System	⇈	⇈	*
Fuel System	⇈	⇈	*
Electrical	⇈	⇈	*
Climate System	!	⇈	*
Suspension	⇈	⇈	*
Brakes	^	⇈	*
Exhaust	⇈	⇈	*
Paint/Trim	⇈	^	*
Noises/Leaks	!	⇈	*
Body Hardware	^	^	*
Power Equipment	⇈	⇈	*
In-Car Electronics	^	^	*
USED CAR VERDICTS	⇈	⇈	*
NEW CAR PREDICTION	Much better than average ⇈		

Facts & Figures

Exterior Dimensions
Length (in.) 221
Width (in.) 79
Height (in.) 79
Wheelbase (in.) 131
Weight (lb.) 6,265
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) 1,440
Cargo Volume, cu.ft. 71
Towing Capacity (lb.) 9,100
Fuel
Regular
CR overall mpg 14

Ford Explorer

WHILE IT IS roomy and has a livable third-row seat, the Explorer still trails the competition. Handling is ungainly, the ride is not entirely settled, and the non-turbo V6 powertrain is unrefined. For its 2016 model year freshening, Ford gave the Explorer new optional safety systems, a 2.3-liter turbo four-cylinder engine, revised front and rear fascias, and a new Platinum top trim level. Also new are front and rear 180-degree cameras that have a wash function to keep the lens clean. Lane-keeping assist and adaptive cruise control are optional. The MyFord Touch system now includes redundant knobs and buttons to compensate for the unresponsive on screen touch-sensitive buttons and controls.

Base Price: $31,160-$53,235
Body Styles: 4-door SUV
Trim Lines: Base, Limited, Platinum, Sport, XLT
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.3-liter 4 turbo(280 hp); 3.5-liter V6 (290 hp); 3.5-liter V6 turbo (365 hp)
Transmissions: 6-speed automatic

Overall Score	59
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	Ford Explorer 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 198
Width (in.) 79
Height (in.) 70
Wheelbase (in.) 113
Weight (lb.) 4,780
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 1,280
Cargo Volume, cu.ft. 42
Towing Capacity (lb.) 5,000
Fuel
Regular
CR overall mpg 18

Ford F-150

FORD'S BIG-SELLING PICKUP truck uses an all-aluminum body, which saves about 700 pounds over steel. Powertrain choices include a 3.5-liter V6, 2.7- or 3.5-liter turbo V6s, and a 5.0-liter V8, each paired with a six-speed automatic. We tested the 2.7- and 3.5-liter turbo engines, and each delivered abundant power. In our tests the 2.7 got 17 mpg overall, 1 mpg better than the turbo 3.5. The 2.7 is also surprisingly quicker from 0 to 60 mph. The cabin is very quiet, but the ride is jittery and handling is rather ponderous. New safety offerings include lane-departure warning and blind-spot detection. Other notable features include a 360-degree-view camera and integrated loading ramps. Reliability has dropped to below average.

Base Price: $26,540-$63,025
Body Styles: crew cab; extended cab; regular cab
Trim Lines: King Ranch, Lariat, Limited, Platinum, Raptor, XL, XLT
Drive Wheels: Rear or 4WD
Seating: 3 front, 3 rear
Engines: 3.5-liter V6 (282 hp); 2.7-liter V6 turbo (325 hp); 3.5-liter V6 turbo (365 hp); 5.0-liter V8 (385 hp)
Transmissions: 6-speed automatic; 10-speed automatic

Overall Score	64-65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	78-80
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	Ford F-150 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 232
Width (in.) 80
Height (in.) 77
Wheelbase (in.) 145
Weight (lb.) 5,025
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 1,925
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 10,700
Fuel
Regular
CR overall mpg 16-17

* Indicates insufficient data Years in red indicate redesigned or introduced

Ford Fiesta

THIS SUBCOMPACT HAS agile handling that makes it fun to drive, as well as a supple, controlled ride. Interior fit and finish and equipment levels are among the best of the class, and the cabin is relatively quiet. But the rear seat is very cramped. Our tested 120-hp, 1.6-liter Fiesta with the five-speed manual delivered excellent fuel economy but felt sluggish. A six-speed automated manual tends to cause the car to stumble in stop-and-go traffic. Other choices include a 1.0-liter, three-cylinder turbo and the sporty Fiesta ST that is truly a treat to drive if your kidneys can handle the stiff ride. Sync 3 has replaced the MyFord Touch infotainment system. Reliability of the Fiesta has remained well below average.

Overall Score	46-52
Predicted Reliability	⏬
Owner Satisfaction	🔽
Road Test Score	64-74
Crash Prevention	NA

Base Price: $14,580-$21,460
Body Styles: 4-door hatchback; sedan
Trim Lines: S, SE, ST, Titanium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.0-liter 3 turbo (123 hp); 1.6-liter 4 (120 hp); 1.6-liter 4 turbo (197 hp)
Transmissions: 5-speed manual; 6-speed manual; 6-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 174
Width (in.) 68
Height (in.) 58
Wheelbase (in.) 98
Weight (lb.) 2,665
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 29-35

Reliability History

TROUBLE SPOTS	Ford Fiesta 14	15	16
Engine Major	⏫	⏫	*
Engine Minor	🔼	❗	*
Engine Cooling	⏫	⏫	*
Transmission Major	⏬	⏫	*
Transmission Minor	⏬	🔽	*
Drive System	🔼	⏫	*
Fuel System	🔼	⏫	*
Electrical	⏫	⏫	*
Climate System	⏫	⏬	*
Suspension	🔼	⏫	*
Brakes	⏫	🔼	*
Exhaust	⏫	⏫	*
Paint/Trim	🔼	🔼	*
Noises/Leaks	⏬	⏫	*
Body Hardware	⏫	⏫	*
Power Equipment	⏬	⏫	*
In-Car Electronics	🔼	❗	*
USED CAR VERDICTS	⏬	🔽	*
NEW CAR PREDICTION	Much worse than average ⏬		

Ford Flex

THE BOXY FLEX combines SUV-like versatility with near-carlike driving dynamics. The interior is highly functional, with room for up to seven passengers in three rows, and its shipping-container shape works well for cargo. Rear visibility is hampered by big head restraints. Handling is not particularly nimble, but the ride is comfortable and the cabin remains quiet. The base 3.5-liter V6 has been updated and gets 18 mpg overall. Choosing the turbo V6 gives you quicker acceleration at a cost of just 1 mpg overall. Sync 3 has replaced the complicated and distracting MyFord Touch infotainment system.

Overall Score	74
Predicted Reliability	🔼
Owner Satisfaction	⏫
Road Test Score	73
Crash Prevention	Opt.

Base Price: $29,600-$42,600
Body Styles: 4-door SUV
Trim Lines: Limited, SE, SEL
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 (287 hp); 3.5-liter V6 turbo (365 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 202
Width (in.) 80
Height (in.) 68
Wheelbase (in.) 118
Weight (lb.) 4,820
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 1,160
Cargo Volume, cu.ft. 47.5
Towing Capacity (lb.) 4,500
Fuel
Regular or premium
CR overall mpg 18

Reliability History

TROUBLE SPOTS	Ford Flex 14	15	16
Engine Major	⏫	⏫	*
Engine Minor	⏫	⏫	*
Engine Cooling	⏫	⏫	*
Transmission Major	⏫	⏫	*
Transmission Minor	🔼	⏫	*
Drive System	⏫	⏫	*
Fuel System	⏫	⏫	*
Electrical	⏫	⏫	*
Climate System	⏫	⏫	*
Suspension	⏫	⏫	*
Brakes	❗	🔼	*
Exhaust	⏫	⏫	*
Paint/Trim	⏫	❗	*
Noises/Leaks	🔽	🔼	*
Body Hardware	⏫	🔼	*
Power Equipment	⏫	⏫	*
In-Car Electronics	❗	⏫	*
USED CAR VERDICTS	🔼	⏫	*
NEW CAR PREDICTION	Better than average 🔼		

Ford Focus

AVAILABLE AS A sedan, a hatchback, and an electric version, the Focus feels solid and sophisticated, but it's plagued by poor reliability and, at low speeds, a jerky transmission. The car is fun to drive, thanks to its agile handling and supple ride. The cabin is quiet, with good-quality materials for the class. But the cabin is narrow compared to newer competitors. A new 123-hp, 1.0-liter three-cylinder turbo, shared with the smaller Fiesta, is available, but it's slow and returns the same 29 mpg overall as the 2.0-liter. A rear-view camera is now standard. Sync 3 has replaced the problematic MyFord Touch infotainment system. The sporty ST version is quick, fun, and sounds thrilling, while the new high-performance AWD RS uses a 350-hp turbo four-cylinder. Reliability has remained well below average.

Overall Score	45-51
Predicted Reliability	
Owner Satisfaction	
Road Test Score	62-74
Crash Prevention	NA

Base Price: $17,225-$29,170
Body Styles: 4-door hatchback; sedan
Trim Lines: Electric, RS, S, SE, ST, Titanium
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: Electric (143 hp); 1.0-liter 3 turbo (123 hp); 2.0-liter 4 (160 hp); 2.0-liter 4 turbo (252 hp); 2.3-liter 4 turbo (350 hp)
Trans.: 6-spd auto.; 5-spd man.; 6-spd man.; 6-spd seq.; 1-spd direct

Reliability History

TROUBLE SPOTS	Ford Focus 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 179
Width (in.) 72
Height (in.) 58
Wheelbase (in.) 104
Weight (lb.) 2,990
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or premium or electric
CR overall mpg 26-107

Ford Fusion

THE FUSION IS a delight to drive, with a supple ride and handling rivaling that of a European sports sedan. All trim levels and powertrains feel solid and upscale, with a well-finished and quiet cabin, and comfortable seats. But the rear seat is somewhat snug. Both the 1.5- and 2.0-liter turbo four-cylinders are powerful enough, but neither has competitive fuel economy. A new high-end version, the V6 Sport, is equipped with all-wheel drive and a 325-hp, 2.7-liter four-cylinder. It is quick, comfortable, and quiet, but costs more than $40,000. The Hybrid and Energi plug-in hybrid both receive more efficient electric motors for 2017. A new rotary shift dial and Ford's new-and-improved Sync 3 infotainment system highlight the updates to the interior.

Overall Score	75-77
Predicted Reliability	
Owner Satisfaction	
Road Test Score	78-81
Crash Prevention	Opt.

Base Price: $22,610-$41,120
Body Styles: sedan
Trim Lines: Energi SE, Energi Titanium, Platinum, S, SE, SE Hybrid, S Hybrid, Sport, Titanium, Titanium Hybrid
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (175 hp); 1.5-liter 4 turbo (181 hp); 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 turbo (231 hp); 2.7-liter V6 turbo (325 hp)
Transmissions: 6-spd auto.; CVT

Reliability History

TROUBLE SPOTS	Ford Fusion 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 112
Weight (lb.) 3,505
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) 1,000
Fuel
Regular
CR overall mpg 22-39

* Indicates insufficient data Years in red indicate redesigned or introduced

Ford Mustang

THE MUSTANG IS stylish and enjoyable to drive, thanks in part to its independent rear suspension. Base models use a 300-hp, 3.7-liter V6. The optional 310-hp, 2.3-liter turbo four-cylinder delivers some punch but sounds raspy. The GT features a muscular 5.0-liter V8. We found the slick six-speed manual particularly satisfying, and the automatic works well. Coupe and convertible body styles are available, but the convertible uses an annoying manual latch to secure the top. Handling is balanced, and the firm ride is well controlled. Safety gear includes blind-spot detection with rear cross-traffic alert. Sync 3 has replaced the inferior MyFord Touch infotainment system, and a high-performance GT 350 trim has been added to the lineup. Reliability has been below average.

Overall Score	58-62
Predicted Reliability	⏬
Owner Satisfaction	⏫
Road Test Score	76-84
Crash Prevention	Opt.

Base Price: $24,915-$54,570
Body Styles: 2-door hatchback; convertible
Trim Lines: Base, GT, GT 350, GT 350R, GT Premium, Premium
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.3-liter 4 turbo (310 hp); 3.7-liter V6 (300 hp); 5.0-liter V8 (435 hp); 5.2-liter V8 (526 hp)
Transmissions: 6-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions
Length (in.) 188
Width (in.) 75
Height (in.) 54
Wheelbase (in.) 107
Weight (lb.) 3,845
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 670
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) 1,000
Fuel
Regular or premium
CR overall mpg 19-25

Reliability History

TROUBLE SPOTS	Ford Mustang 14	15	16
Engine Major	⏫	⏫	⏫
Engine Minor	⏫	⏫	⏫
Engine Cooling	⏫	⏫	⏫
Transmission Major	⏫	⏫	🔼
Transmission Minor	⏫	⏫	🔼
Drive System	🔼	🔼	❗
Fuel System	🔼	🔼	⏫
Electrical	⏫	⏫	⏫
Climate System	⏫	🔼	⏫
Suspension	🔼	⏫	⏫
Brakes	⏫	⏬	⏫
Exhaust	⏫	🔼	⏫
Paint/Trim	🔼	🔼	🔼
Noises/Leaks	❗	❗	🔼
Body Hardware	🔼	❗	⏫
Power Equipment	⏫	⏫	⏫
In-Car Electronics	🔼	🔽	⏫
USED CAR VERDICTS	❗	⏬	⏬
NEW CAR PREDICTION	Much worse than average ⏬		

Ford Taurus

PUTTING STYLING AHEAD of interior comfort and driver visibility, the Taurus wasn't helped by the convoluted MyFord Touch control system. Fuel economy from the 3.5-liter V6 is 21 mpg. The six-speed automatic can be slow to shift and is not very smooth. A more fuel-efficient turbo four-cylinder is available. Otherwise, the Taurus is quiet, rides comfortably, and has lots of features. Handling is responsive but not sporty, and the turning circle is wide. The SHO, with standard AWD, is quick but not engaging to drive. A rear-view camera is standard. Ford has replaced the MyFord Touch infotainment system with the new Sync 3 system, which is superior. Reliability has been average, but it scored too low to recommend.

Overall Score	65
Predicted Reliability	❗
Owner Satisfaction	❗
Road Test Score	72
Crash Prevention	Opt.

Base Price: $27,110-$40,275
Body Styles: sedan
Trim Lines: Limited, SE, SEL, SHO
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 3.5-liter V6 (288 hp); 3.5-liter V6 turbo (365 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 203
Width (in.) 76
Height (in.) 61
Wheelbase (in.) 113
Weight (lb.) 4,090
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 950
Cargo Volume, cu.ft. 20
Towing Capacity (lb.) 1,000
Fuel
Regular or premium
CR overall mpg 21

Reliability History

TROUBLE SPOTS	Ford Taurus 14	15	16
Engine Major	⏫	⏫	*
Engine Minor	⏫	⏫	*
Engine Cooling	⏫	⏫	*
Transmission Major	⏫	⏫	*
Transmission Minor	⏫	⏫	*
Drive System	⏫	⏫	*
Fuel System	⏫	⏫	*
Electrical	⏫	⏫	*
Climate System	❗	⏫	*
Suspension	🔼	🔼	*
Brakes	❗	🔼	*
Exhaust	⏫	⏫	*
Paint/Trim	❗	❗	*
Noises/Leaks	🔼	🔽	*
Body Hardware	🔼	❗	*
Power Equipment	❗	⏫	*
In-Car Electronics	❗	🔼	*
USED CAR VERDICTS	❗	🔽	*
NEW CAR PREDICTION	Average ❗		

WORSE BETTER

Ford Transit Connect

THIS DERIVATIVE OF the Focus is no minivan substitute, even though it can seat five or seven. With its boxy shape and very tall roof you'd be challenged to find more passenger space for the money. The steady, supple ride and frisky handling are where the positives end, though. It remains a commercial vehicle at heart, with a lackluster four-cylinder, a low-rent interior, cumbersome folding seats, and a skimpy level of standard features. Unlike a minivan, you don't get power doors or a rear-seat entertainment system, and even Bluetooth connectivity costs extra. The base four-cylinder managed only 21 mpg overall, and we see little indication that the uplevel 1.6-liter turbo-four would be more frugal.

Overall Score	68
Predicted Reliability	! *
Owner Satisfaction	⌄
Road Test Score	76
Crash Prevention	NA

Base Price: $22,675-$29,300
Body Styles: van; wagon
Trim Lines: Titanium, XL, XLT
Drive Wheels: Front
Seating: 2 front, 3 rear, 2 third
Engines: 1.6-liter 4 turbo (173 hp); 2.5-liter 4 (169 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Ford Transit Connect 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS	*	*	*
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 72
Height (in.) 72
Wheelbase (in.) 121
Weight (lb.) 3,580
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,270
Cargo Volume, cu.ft. 61
Towing Capacity (lb.) 2,000
Fuel
Regular
CR overall mpg 21

GMC Acadia

NEARLY A DECADE after its original introduction, the second-generation GMC Acadia has arrived with a new platform. It is shorter and lighter than the old model, and should be more fuel efficient. The ride is steady and composed and handling is responsive. A new 2.5-liter four-cylinder engine is standard, while the mainstream engine is a smooth 3.6-liter V6. This family-friendly, three-row SUV comes in five-, six-, or seven-passenger seating configurations. The cabin is very quiet, the front seats are comfortable, and the infotainment system is easy to use. The outboard second-row seats can slide and tilt forward, even with a child seat in place. A bevy of safety features are available, including forward-collision warning with automatic braking, pedestrian detection, lane warning, and blind-spot monitoring.

Overall Score	76
Predicted Reliability	! *
Owner Satisfaction	⌃ *
Road Test Score	83
Crash Prevention	Opt.

Base Price: $29,070-$46,920
Body Styles: 4-door SUV
Trim Lines: All Terrain, Denali, SL, SLE, SLT
Drive Wheels: Front or AWD
Seating: 2 front, 2 rear, 2 third
Engines: 2.5-liter 4 (193 hp); 3.6-liter V6 (310 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	GMC Acadia 14	15	16
Engine Major	⌃⌃	⌃⌃	⌃⌃
Engine Minor	⌃	⌃⌃	⌃⌃
Engine Cooling	⌃⌃	⌃⌃	⌃⌃
Transmission Major	⌃⌃	⌃⌃	⌃⌃
Transmission Minor	⌃	⌃⌃	⌃⌃
Drive System	⌃	⌃⌃	⌃⌃
Fuel System	⌃⌃	⌃⌃	⌃⌃
Electrical	⌃⌃	⌃⌃	⌃⌃
Climate System	⌄⌄	⌃	⌃⌃
Suspension	⌃	⌃	⌃⌃
Brakes	⌄⌄	⌃⌃	⌃⌃
Exhaust	⌃⌃	⌃⌃	⌃⌃
Paint/Trim	⌄	⌃⌃	⌃⌃
Noises/Leaks	!	⌃	⌃⌃
Body Hardware	!	⌃⌃	⌃⌃
Power Equipment	!	⌃⌃	⌃
In-Car Electronics	!	!	⌄
USED CAR VERDICTS	⌄⌄	⌃	⌄
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 194
Width (in.) 75
Height (in.) 66
Wheelbase (in.) 113
Weight (lb.) 4,395
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,585
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 4,000
Fuel
Regular
CR overall mpg 19

* Indicates insufficient data Years in red indicate redesigned or introduced

GMC Canyon

GM'S SMALL PICKUPS, the Canyon and its Chevrolet Colorado twin, are more maneuverable than full-size trucks and better equipped than their Nissan and Toyota competitors. In our tests the V6 version got 18 mpg overall, while the four-cylinder diesel bumped fuel economy to 24 mpg. V6 versions feature a tow-haul mode. A four-cylinder gasoline engine is also available. The ride is rather choppy, but handling is responsive. Rear- and four-wheel-drive versions are available. Inside are the latest electronics, including the MyLink Bluetooth audio system. These are the first small trucks to offer forward-collision and lane-departure warnings, and a backup camera is standard. New for 2017 are an eight-speed automatic and more horsepower to the V6. Reliability has been below average.

Overall Score	56-57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67-69
Crash Prevention	Opt.

Base Price: $20,995-$37,250
Body Styles: crew cab; extended cab
Trim Lines: Base, Denali, SLE, SLT
Drive Wheels: Rear or 4WD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (200 hp); 2.8-liter 4 turbodiesel (181 hp); 3.6-liter V6 (308 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Reliability History			
TROUBLE SPOTS	GMC Canyon		
	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 212
Width (in.) 74
Height (in.) 79
Wheelbase (in.) 128
Weight (lb.) 4,500
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,555
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 7,000
Fuel
Regular or diesel
CR overall mpg 18-24

GMC Sierra 1500

THE SIERRA AND similar Chevrolet Silverado have relatively responsive handling and a spacious, quiet cabin. Benefits include easy cabin access, intuitive controls, and generous towing and payload capacities. Fuel economy with the 5.3-liter V8 crew cab we tested was 16 mpg overall, but the truck feels a bit sluggish in everyday driving. Other engines are a 4.3-liter V6 and powerful 6.2-liter V8. Its few shortcomings include a jittery ride, and front seats that aren't as supportive as those in some competitors. For 2016 more versions get the eight-speed automatic, lane-keeping assist is offered, and Apple CarPlay and Android Auto are available. Reliability has been below average.

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Opt.

Base Price: $27,815-$54,640
Body Styles: crew cab; extended cab; regular cab
Trim Lines: All Terrain X, Denali, SL, SLE, SLT
Drive Wheels: Rear or 4WD
Seating: 3 front, 3 rear
Engines: 4.3-liter V6 (285 hp); 5.3-liter V8 (355 hp); 5.3-liter V8 (365 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Reliability History			
TROUBLE SPOTS	GMC Sierra 1500		
	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 230
Width (in.) 80
Height (in.) 74
Wheelbase (in.) 144
Weight (lb.) 5,415
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 1,705
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 11,200
Fuel
Regular
CR overall mpg 16

GMC Terrain

LIKE ITS CHEVROLET Equinox twin, the GMC Terrain straddles the small- and midsized-SUV categories. The Terrain has a taut yet supple and controlled ride, with responsive and secure handling. Both the 3.6-liter V6 and the more fuel-efficient four-cylinder engine feel sluggish and have to work hard. The reluctant transmission blunts the performance of the V6, and its gas mileage is mediocre. Visibility to the side and rear is limited. At least the rear seat is roomy. 2016 models get a standard rear-view camera and available blind-spot monitoring and rear cross-traffic alert. Reliability has been above average but the Terrain scored too low for us to recommend.

Overall Score	70-71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	68-69
Crash Prevention	Opt.

Base Price: $23,975-$35,725
Body Styles: 4-door SUV
Trim Lines: Denali, SL, SLE, SLT
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (182 hp); 3.6-liter V6 (301 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	GMC Terrain 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 188
Width (in.) 73
Height (in.) 66
Wheelbase (in.) 113
Weight (lb.) 3,945
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,095
Cargo Volume, cu.ft. 33.5
Towing Capacity (lb.) 1,500
Fuel
Regular
CR overall mpg 18-21

GMC Yukon

THIS MORE LUXURIOUS version of the Chevrolet Tahoe uses a 5.3-liter V8 and six-speed automatic that returns 16 mpg and doesn't feel particularly energetic. Ride and handling are not stellar, although the Magnetic Ride Control suspension on the Denali version improves ride comfort and handling response. The 6.2-liter engine is a meaningful upgrade. Proper optional equipment gives the Yukon a towing capacity of 8,500 pounds, about the only advantage it has over a car-based SUV. Like in the Tahoe, the third-row seat is low and tiny. Lane-keeping assist, blind-spot monitoring, and cross-traffic alert are optional. Reliability has been much below average.

Overall Score	51
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	Opt.

Base Price: $48,315-$68,325
Body Styles: 4-door SUV
Trim Lines: Denali, SLE, SLT
Drive Wheels: Rear or AWD or 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Reliability History

TROUBLE SPOTS	GMC Yukon 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 204
Width (in.) 81
Height (in.) 74
Wheelbase (in.) 116
Weight (lb.) 5,635
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,580
Cargo Volume, cu.ft. 47.5
Towing Capacity (lb.) 8,200
Fuel
Regular
CR overall mpg 16

* Indicates insufficient data Years in red indicate redesigned or introduced

GMC Yukon XL

CONSIDER THIS TRUCK-BASED SUV a more luxurious Chevrolet Suburban. Unlike the shorter Yukon, the third-row seat in the XL is a bit roomier, and there is plenty of cargo room when that row is raised. Power comes from a 5.3-liter V8 and six-speed automatic that returns 16 mpg and is just this side of sluggish. The Magnetic Ride Control suspension on the Denali improves ride comfort and handling response. The 6.2-liter engine is a meaningful upgrade but can't make this big barge quick. Properly equipped, the XL can tow 8,500 pounds, its only advantage over a car-based SUV. Changes for 2016 include available lane-keeping assist and Apple CarPlay capability. Reliability has been much below average.

Overall Score	50
Predicted Reliability	⌄⌄
Owner Satisfaction	^
Road Test Score	67
Crash Prevention	Opt.

Base Price: $51,015-$71,025
Body Styles: 4-door SUV
Trim Lines: Denali, SLE, SLT
Drive Wheels: Rear or AWD or 4WD
Seating: 3 front, 3 rear, 3 third
Engines: 5.3-liter V8 (355 hp); 6.2-liter V8 (420 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Reliability History

TROUBLE SPOTS	GMC Yukon XL 14	15	16
Engine Major	^^	^^	^^
Engine Minor	-	^	^^
Engine Cooling	^^	^^	^^
Transmission Major	^^	-	-
Transmission Minor	^^	-	⌄⌄
Drive System	⌄	-	^^
Fuel System	^^	^^	^^
Electrical	^^	^^	^^
Climate System	⌄⌄	^	^^
Suspension	-	^^	-
Brakes	-	^	^^
Exhaust	^^	^^	^^
Paint/Trim	-	⌄	^^
Noises/Leaks	⌄⌄	⌄⌄	⌄
Body Hardware	-	^	^^
Power Equipment	-	⌄⌄	^^
In-Car Electronics	-	⌄⌄	⌄
USED CAR VERDICTS	⌄⌄	⌄⌄	⌄⌄
NEW CAR PREDICTION	Much worse than average ⌄⌄		

Facts & Figures

Exterior Dimensions
Length (in.) 224
Width (in.) 81
Height (in.) 74
Wheelbase (in.) 130
Weight (lb.) 5,945
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,455
Cargo Volume, cu.ft. 62.5
Towing Capacity (lb.) 8,000
Fuel
Regular
CR overall mpg 16

Genesis G80

PART OF THE launch of Hyundai's upscale brand is the renaming of existing models. The old Genesis is now called the G80 for 2017. For about $10,000 less than competing midsized luxury sedans, it delivers just about every feature and luxury attribute a buyer could imagine. Offered with a smooth and refined V6 or a potent V8, the G80 has responsive handling and a comfortable ride, though it can't quite match its German competitors. Our tested AWD V6 returned a competitive 20 mpg overall. Controls are refreshingly straightforward for a luxury car. Rear-seat passengers are coddled in thick leather with seat heaters, and space is plentiful. Most versions come with lane-departure warning, automatic braking, cross-traffic alert, and blind-spot monitoring.

Overall Score	80
Predicted Reliability	-
Owner Satisfaction	^*
Road Test Score	89
Crash Prevention	Std./^^

Base Price: $41,400-$54,550
Body Styles: sedan
Trim Lines: 3.8, 5.0
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.8-liter V6 (311 hp); 5.0-liter V8 (420 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	Genesis G80 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average -		

Facts & Figures

Exterior Dimensions
Length (in.) 197
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 119
Weight (lb.) 4,530
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 20

Genesis G90

HYUNDAI IS KICKING off its Genesis luxury brand with the G90, a large luxury sedan with two available engines: a 3.3-liter, twin-turbocharged V6 and a 5.0-liter V8. Both are mated to an eight-speed automatic, and available with either rear- or all-wheel drive, addressing a shortcoming of the rear-drive-only Equus. The spacious cabin is bathed in soft-touch materials and flanked with wood and chrome trim. But it comes up short on wow factor, feeling more conventional than artistic. The ride is cushy and cosseting, but handling is not sporty. As is typical for this oft-chauffeur-driven class, the back seat is really the place to be. Power massaging seats and a bank of controls in the center armrest manage audio and climate settings. A complete suite of advanced safety features is also included.

Overall Score	NA
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	NA
Crash Prevention	Std./

Base Price: $68,100-$72,200
Body Styles: sedan
Trim Lines: Premium, Ultimate
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.3-liter V6 turbo (365 hp); 5.0-liter V8 (420 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	Genesis G90 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 205
Width (in.) 75
Height (in.) 59
Wheelbase (in.) 124
Weight (lb.) 5,335
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NA
Fuel
Premium
EPA combined mpg 20

Honda Accord

THE ACCORD IS well-equipped, competitively priced, and performs well, making it one of our top-rated family sedans. It handles responsively, though the ride can be choppy. It has a roomy and well-finished interior. The four-cylinder gets 30-mpg overall with its unobtrusive CVT. The 3.5-liter V6 is lively and refined, and gets a decent 26-mpg overall. But the infotainment system on EX and above versions is unintuitive. Standard automatic climate control is a nice feature, but the LX lacks a power seat. The Hybrid gets 40-mpg overall and operates smoothly, but it sacrifices a lot of trunk space. Reliability has been above average.

Overall Score	81-82
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84-85
Crash Prevention	Opt.

Base Price: $22,355-$35,955
Body Styles: coupe; sedan
Trim Lines: EX, EX-L, Hybrid, LX, LX-S, Sport, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (212 hp); 2.4-liter 4 (185 hp); 2.4-liter 4 (189 hp); 3.5-liter V6 (278 hp)
Transmissions: 6-speed automatic; 6-speed manual; CVT

Reliability History

TROUBLE SPOTS	Honda Accord 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 191
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 109
Weight (lb.) 3,245
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) 1,000
Fuel
Regular
CR overall mpg 26-30

* Indicates insufficient data Years in red indicate redesigned or introduced

Honda CR-V

THE CR-V IS one of the roomiest, most functional small SUVs. The 185-hp, 2.4-liter four-cylinder returned 24 mpg overall in our tests. All but the base LX version use a distracting, difficult-to-use, and frustrating infotainment system. Handling is responsive and secure, but the ride is stiff, with bumps coming through in a pronounced way. The interior is still loud compared to other small SUVs. The rear seats are roomy, and folding them flat is a breeze. Small rear windows hurt the view out back, but the standard rearview camera helps. Active safety features are only available on the top Touring trim. The LaneWatch camera is no substitute for a true blind-spot monitoring system. A 2017 redesign arrives this fall.

Overall Score	72
Predicted Reliability	▲
Owner Satisfaction	▲
Road Test Score	73
Crash Prevention	Opt.

Base Price: $23,845-$33,495
Body Styles: 4-door SUV
Trim Lines: EX, EX-L, LX, SE, Touring
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (185 hp)
Transmissions: CVT

Reliability History			
TROUBLE SPOTS	Honda CR-V		
	14	15	16
Engine Major	▲▲	▲▲	▲▲
Engine Minor	▲▲	▲▲	▲▲
Engine Cooling	▲▲	▲▲	▲▲
Transmission Major	▲▲	▲▲	▲▲
Transmission Minor	▲▲	▲▲	▲▲
Drive System	▲▲	▲	▲▲
Fuel System	▲▲	▲▲	▲▲
Electrical	▲▲	▲▲	▲▲
Climate System	▲▲	▲▲	▲▲
Suspension	▲▲	▲▲	▲▲
Brakes	▲▲	▲▲	▲▲
Exhaust	▲▲	▲▲	▲▲
Paint/Trim	▲▲	▲▲	▲▲
Noises/Leaks	▲	▲▲	▲▲
Body Hardware	▲▲	▲▲	▲▲
Power Equipment	▲	▲▲	▲▲
In-Car Electronics	▲▲	▲	▲
USED CAR VERDICTS	▲▲	▲	▲
NEW CAR PREDICTION	Better than average ▲		

Facts & Figures

Exterior Dimensions

Length (in.)	179
Width (in.)	72
Height (in.)	65
Wheelbase (in.)	103
Weight (lb.)	3,530
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	36
Towing Capacity (lb.)	1,500

Fuel

Regular
CR overall mpg 24

Honda Civic

THE CIVIC IS substantial, refined, and capable. Both the 2.0-liter four-cylinder and optional 1.5-liter turbo deliver good fuel economy, while the turbo brings more fun. The CVT transmission amplifies the noise of the base engine; it works better with the turbo. The ride is comfortable, handling is precise, and the interior has a lot of storage space. However, the car's low stance means doing the limbo to get in and out. In addition, the front seats lack adjustable lumbar support, which could cause discomfort on a long drive. We found Honda's infotainment system unintuitive—the only way to avoid it is to get the base trim level. Forward collision warning is available. A hatchback goes on sale later this year. First year reliability of the redesign has been well below average.

Overall Score	57-58
Predicted Reliability	▼
Owner Satisfaction	▲
Road Test Score	75-76
Crash Prevention	Opt.

Base Price: $18,640-$26,500
Body Styles: 4-door hatchback; coupe; sedan
Trim Lines: EX, EX-L, EX-T, LX, Sport, Sport Touring, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 turbo (174 hp); 1.5-liter 4 turbo(180 hp); 2.0-liter 4 (158 hp)
Trans.: 6-speed manual; CVT

Reliability History			
TROUBLE SPOTS	Honda Civic		
	14	15	16
Engine Major	▲▲	▲▲	▲▲
Engine Minor	▲	▲▲	▲▲
Engine Cooling	▲▲	▲▲	▲▲
Transmission Major	▲▲	▲▲	▲▲
Transmission Minor	▲▲	▲▲	▲▲
Drive System	▲▲	▲▲	▲▲
Fuel System	▲▲	▲▲	▲▲
Electrical	▲▲	▲▲	▲▲
Climate System	▲	▲▲	▲▲
Suspension	▲	▲▲	▲▲
Brakes	▲▲	▲▲	▲▲
Exhaust	▲▲	▲▲	▲▲
Paint/Trim	▲▲	▲▲	▲
Noises/Leaks	▲▲	▲	▲▲
Body Hardware	▲▲	▲▲	▲
Power Equipment	▲▲	▲▲	!
In-Car Electronics	▲	▲	▼▼
USED CAR VERDICTS	▲▲	▲▲	▼▼
NEW CAR PREDICTION	Much worse than average ▼▼		

Facts & Figures

Exterior Dimensions

Length (in.)	182
Width (in.)	71
Height (in.)	56
Wheelbase (in.)	106
Weight (lb.)	2,745
% weight front/rear	61/39

Cargo Measurement

Max. Load (lb.)	850
Cargo Volume, cu.ft.	13
Towing Capacity (lb.)	NR

Fuel

Regular
CR overall mpg 31-32

Honda Fit

THE HONDA FIT subcompact hatchback has always been an appealing urban runabout. Thanks to its clever multi-configurable seating, the Fit delivers versatility similar to a small SUV. The Fit gets great fuel economy at 33 mpg overall. But that comes with excessive noise when the continuously variable transmission keeps the engine at high revs. Handling is responsive, but the Fit has a stiff ride. On top of that, the cabin is loud, making the Fit unfit for long drives. Opting for the EX brings a sunroof and paddle shifters, while the EX-L includes heated leather seats. The button-free touch-screen radio on EX and higher trims is a constant frustration, and the seats and driving position aren't very comfortable. Reliability has been average.

Base Price: $15,990-$21,265
Body Styles: 4-door hatchback
Trim Lines: EX, EX-L, LX
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 (130 hp)
Transmissions: 6-speed manual; CVT

Overall Score	66
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	67
Crash Prevention	NA

Reliability History

TROUBLE SPOTS	Honda Fit 14	15	16
Engine Major	*	^^	^^
Engine Minor	*	^^	^^
Engine Cooling	*	^^	^^
Transmission Major	*	^^	^^
Transmission Minor	*	^^	^^
Drive System	*	^^	^^
Fuel System	*	^^	^^
Electrical	*	^^	^^
Climate System	*	^^	^^
Suspension	*	^^	^^
Brakes	*	^^	^^
Exhaust	*	^^	^^
Paint/Trim	*	!	^^
Noises/Leaks	*	^	^^
Body Hardware	*	!	^
Power Equipment	*	^	^
In-Car Electronics	*	!	^
USED CAR VERDICTS	*	!	^
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 160
Width (in.) 67
Height (in.) 60
Wheelbase (in.) 99
Weight (lb.) 2,625
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 17
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 33

Honda HR-V

BASED ON THE Fit subcompact, the HR-V gets a versatile, cargo-friendly rear seat that flips up or folds down flat and low. Considerably smaller and less expensive than the CR-V, the HR-V is also louder and the ride is stiffer. Handling is responsive and secure. Power comes from a 141-hp four-cylinder driving either the front or all four wheels. But the HR-V feels underpowered, an impression amplified by the CVT. The Honda's trump card is its excellent 29 mpg overall, very flexible interior, and generous rear seat and cargo room. The front seat is short on support, however. Available premium features include heated leather seats, a sunroof, and keyless entry, and a rear-view camera is standard. We prefer the LX trim over the EX for its simpler audio controls.

Base Price: $19,215-$25,990
Body Styles: 4-door SUV
Trim Lines: EX, EX-L, LX
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (141 hp)
Transmissions: 6-speed manual; CVT

Overall Score	69
Predicted Reliability	^
Owner Satisfaction	!
Road Test Score	66
Crash Prevention	NA

Reliability History

TROUBLE SPOTS	Honda HR-V 14	15	16
Engine Major			^^
Engine Minor			^^
Engine Cooling			^^
Transmission Major			^^
Transmission Minor			^^
Drive System			^^
Fuel System			^^
Electrical			^^
Climate System			^
Suspension			^^
Brakes			^^
Exhaust			^^
Paint/Trim			^
Noises/Leaks			^
Body Hardware			^^
Power Equipment			^^
In-Car Electronics			^
USED CAR VERDICTS			^
NEW CAR PREDICTION	Better than average ^		

Facts & Figures

Exterior Dimensions
Length (in.) 169
Width (in.) 70
Height (in.) 63
Wheelbase (in.) 103
Weight (lb.) 3,045
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 32
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 29

* Indicates insufficient data Years in red indicate redesigned or introduced

Honda Odyssey

THIS VERSATILE AND capable hauler combines clever and generous packaging with responsive handling and a supple ride--surprising for a minivan. Its vigorous 3.5-liter V6 and smooth six-speed automatic returned 21 mpg overall in our tests. The Odyssey can seat eight in relative comfort, with varying configurations for cargo and passenger needs. Easy access, excellent child-seat accommodations, and abundant cabin storage add to the family-friendly quotient. Among our few gripes is the tediously complicated dual touch-screen infotainment system. In addition, fit and finish and some material selection are not what one would expect at this price, and AWD isn't available. Expect a redesigned Odyssey to debut by the end of 2016.

Overall Score	79
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84
Crash Prevention	Opt.

Base Price: $29,550-$45,025
Body Styles: minivan
Trim Lines: EX, EX-L, LX, SE, Touring, Touring Elite
Drive Wheels: Front
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 (248 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 203
Width (in.) 79
Height (in.) 68
Wheelbase (in.) 118
Weight (lb.) 4,530
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,340
Cargo Volume, cu.ft. 61.5
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 21

Reliability History

TROUBLE SPOTS	Honda Odyssey 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Honda Pilot

THE PILOT IS quick, comfortable, and refined, but not exactly a joy to drive. Its three-row seating configuration and roomy cabin make it extremely functional vehicle. Power comes from a slick 3.5-liter V6 that is rated at 280 hp. We got 20 mpg overall in our tests of an EX-L with the standard six-speed automatic. We found the ride comfortable, but handling ungainly. The infotainment system is unintuitive. Touring and Elite trims get a nine-speed that doesn't shift smoothly and is stuck with an unintuitive electronic shifter. Front- and all-wheel drive are offered, and the optional Honda Sensing safety system includes forward-collision warning with automatic braking.

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Opt.

Base Price: $30,345-$46,770
Body Styles: 4-door SUV
Trim Lines: Elite, EX, EX-L, LX, Touring
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 (280 hp)
Transmissions: 6-speed automatic; 9-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 195
Width (in.) 79
Height (in.) 70
Wheelbase (in.) 111
Weight (lb.) 4,280
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,340
Cargo Volume, cu.ft. 48
Towing Capacity (lb.) 5,000
Fuel
Regular
CR overall mpg 20

Reliability History

TROUBLE SPOTS	Honda Pilot 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Honda Ridgeline

AFTER A TWO model-year hiatus, Honda's smart pickup is built on the same platform as the Honda Pilot and looks more conventional. It retains the unit-body construction, fully independent suspension, and the dual-action tailgate that can swing sideways for easier bed access or fold down in traditional fashion. It also keeps the lockable "trunk" space below the bed floor. Power comes from a slick 3.5-liter V6 engine mated to a six-speed automatic transmission. Towing capacity is modest at 5,000 pounds, and the bed is shallow. Front- and all-wheel drive versions are available. Ride and handling are more civilized than conventional pickup trucks, and the cabin is quiet. The available Honda Sensing safety system includes forward-collision warning with automatic braking.

Overall Score	76
Predicted Reliability	! *
Owner Satisfaction	^^ *
Road Test Score	80
Crash Prevention	Opt.

Base Price: $29,475-$42,870
Body Styles: crew cab
Trim Lines: Black Edition, RT, RTL, RTL-E, RTL-T, RTS, Sport
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (280 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Honda Ridgeline 14	15	16
Engine Major	^^		
Engine Minor	^^		
Engine Cooling	^^		
Transmission Major	^^		
Transmission Minor	^^		
Drive System	^^		
Fuel System	^^		
Electrical	^^		
Climate System	^^		
Suspension	!		
Brakes	^^		
Exhaust	^^		
Paint/Trim	^		
Noises/Leaks	!		
Body Hardware	!		
Power Equipment	^^		
In-Car Electronics	^		
USED CAR VERDICTS	^^		
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 210
Width (in.) 79
Height (in.) 71
Wheelbase (in.) 125
Weight (lb.) 4,415
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 1,325
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 5,000
Fuel
Regular
CR overall mpg 20

Hyundai Accent

THE ENTRY-LEVEL ACCENT subcompact is available as a basic yet sensible sedan or hatchback. The sedan with the smooth and responsive automatic attained 31 mpg overall, and we got 32 mpg for the stick-shift Sport hatchback in our tests. That isn't such great fuel economy, considering the new larger, more substantial Elantra gets 33 mpg overall. Though the front cabin is roomy enough, the cramped rear seat is on par for this class. Handling is fairly responsive, but the ride is rather jittery. Noise levels are elevated but not offensive. The controls are straightforward. Reliability has been above average, but we cannot recommend the Accent because it scored a Poor in the IIHS small-overlap crash test.

Overall Score	61
Predicted Reliability	^
Owner Satisfaction	v
Road Test Score	65
Crash Prevention	NA

Base Price: $14,745-$17,495
Body Styles: 4-door hatchback; sedan
Trim Lines: SE, Sport
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (137 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Hyundai Accent 14	15	16
Engine Major	^^	*	*
Engine Minor	^^	*	*
Engine Cooling	^^	*	*
Transmission Major	^^	*	*
Transmission Minor	^^	*	*
Drive System	^^	*	*
Fuel System	^^	*	*
Electrical	!	*	*
Climate System	!	*	*
Suspension	^^	*	*
Brakes	^^	*	*
Exhaust	^^	*	*
Paint/Trim	^^	*	*
Noises/Leaks	v	*	*
Body Hardware	^^	*	*
Power Equipment	v	*	*
In-Car Electronics	^^	*	*
USED CAR VERDICTS	^	*	*
NEW CAR PREDICTION	Better than average ^		

Facts & Figures

Exterior Dimensions
Length (in.) 172
Width (in.) 67
Height (in.) 57
Wheelbase (in.) 101
Weight (lb.) 2,550
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 31

* Indicates insufficient data Years in red indicate redesigned or introduced

Hyundai Elantra

THE REDESIGNED 2017 Elantra is relatively roomy, sparing with fuel, and features intuitive controls. The 2.0-liter four-cylinder returned an excellent 33 mpg overall in our tests, but has leisurely acceleration and buzzes unpleasantly as revs increase. The Eco version feels more responsive, but comes at a $3,000 price premium. While handling is secure there isn't much driving excitement. The ride is mostly unobjectionable, but loses its composure over large bumps. Road noise is elevated as well. Inside, the front seats in our tested SE are short on lumbar support, though the power seat in the Limited is better. Active safety features are available. The GT hatchback returns, and a Sport version with a 1.6-liter turbo four-cylinder will be out by the end of the year.

Overall Score	69
Predicted Reliability	^*
Owner Satisfaction	^^
Road Test Score	66
Crash Prevention	Opt.

Base Price: $17,150-$22,350
Body Styles: sedan, 4-door hatchback
Trim Lines: Eco, GT, Limited, SE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (128 hp); 2.0-liter 4 (147 hp)
Transmissions: 6-speed automatic; 6-speed manual; 7-speed sequential

Reliability History

TROUBLE SPOTS	Hyundai Elantra 14	15	16
Engine Major	^^	^^	^^
Engine Minor	^^	^^	^^
Engine Cooling	^^	^^	^^
Transmission Major	^^	^^	^^
Transmission Minor	^^	^^	^^
Drive System	^^	^^	^^
Fuel System	^^	^^	^^
Electrical	^^	^^	^^
Climate System	^^	^^	^^
Suspension	^^	^	^^
Brakes	^^	^^	^^
Exhaust	^^	^^	^^
Paint/Trim	^	^^	^^
Noises/Leaks	^^	!	^^
Body Hardware	^^	^^	^^
Power Equipment	^^	^^	^^
In-Car Electronics	^^	^^	^^
USED CAR VERDICTS	^^	^^	!
NEW CAR PREDICTION	Better than average ^		

Facts & Figures

Exterior Dimensions
Length (in.) 180
Width (in.) 71
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 2,865
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 33

Hyundai Ioniq

ANGLING TO TAKE on Toyota's popular Prius, Hyundai is rolling out a compact hatchback hybrid that will be available in three flavors. In addition to the regular hybrid, a plug-in hybrid version will be available, with the ability to go short distances on just electric power, and then act as a hybrid after the charge is used up. The hybrid drivetrain consists of a 1.6-liter four-cylinder gasoline engine and electric drive, with a total output of 139 hp. Unlike most hybrids, which use a continuously variable transmission, the Ioniq will employ a six-speed automated-manual transmission, which operates unobtrusively and makes the car feel familiar and conventional. The third version will be a fully electric vehicle, with a 28 kWh battery and a claimed range of 110 miles.

Overall Score	NA
Predicted Reliability	!*
Owner Satisfaction	^*
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $25,000-$35,000E
Body Styles: 4-door hatchback
Trim Lines: Electric, Hybrid, Plug-in Hybrid
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (120 hp); 1.6-liter 4 hybrid (139 hp)
Transmissions: 6-speed sequential; 1-speed direct

Reliability History

TROUBLE SPOTS	Hyundai Ioniq 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 176
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) . . . . . NA
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 27
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or electric
CR overall mpg . . . . . NA

WORSE BETTER

Hyundai Santa Fe

THE FRESHENED 2017 Santa Fe is available with advanced safety features such as a multi-view camera, automatic emergency braking with pedestrian detection, and lane departure warning. This is still a roomy and comfortable three-row SUV built for family duty. Its 3.3-liter V6 is mated to a smooth, responsive six-speed automatic, a combination that attained 20 mpg overall in our tests. Handling is sound and utterly secure. Another plus is the settled, compliant ride that blunts pavement imperfections and lets the SUV sail smoothly on the highway. The well-finished cabin brings a lot of features for the money. Access to the cramped third row is somewhat difficult. Hyundai's updated Blue Link system features remote starting via mobile phones.

Overall Score	78
Predicted Reliability	
Owner Satisfaction	
Road Test Score	81
Crash Prevention	Opt.

Base Price: $30,800-$41,150
Body Styles: 4-door SUV
Trim Lines: Limited, Ltd Ultimate, SE, Ultimate
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.3-liter V6 (290 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Hyundai Santa Fe 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 193
Width (in.) 74
Height (in.) 67
Wheelbase (in.) 110
Weight (lb.) 4,210
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,295
Cargo Volume, cu.ft. 40.5
Towing Capacity (lb.) 5,000
Fuel
Regular
CR overall mpg 20

Hyundai Santa Fe Sport

HYUNDAI'S FIVE-PASSENGER MIDSIZED SUV received a number of updates with its 2017 freshening, including a standard rearview camera, automatic emergency braking with pedestrian detection, and lane departure warning. It also improved from marginal to good in the IIHS small overlap crash test. This roomy SUV has a comfortable ride and a quiet interior. Power comes from a responsive 2.4-liter four-cylinder mated to a smooth six-speed automatic. We got a very good 23 mpg overall with this drivetrain. A more powerful 2.0-liter turbo four-cylinder is also available. Handling is sound and secure, but not exceptional. The well-finished cabin is packed with a lot of standard features, but rear visibility is so-so. Reliability has been above average. The latest version of the Blue Link infotainment system has a feature that allows remote starting via mobile phones.

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	73
Crash Prevention	Opt.

Base Price: $25,350-$38,250
Body Styles: 4-door SUV
Trim Lines: 2.0T, 2.0T Ultimate, Base
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (264 hp); 2.4-liter 4 (190 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Hyundai Santa Fe Sport 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 185
Width (in.) 74
Height (in.) 66
Wheelbase (in.) 106
Weight (lb.) 3,760
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 930
Cargo Volume, cu.ft. 35.5
Towing Capacity (lb.) 2,000
Fuel
Regular
CR overall mpg 23

* Indicates insufficient data Years in red indicate redesigned or introduced

Hyundai Sonata

THIS COMPETITIVE, BUT ho-hum, sedan has a quiet cabin, a comfortable ride, and excellent rear-seat room and access. Handling is sound and responsive enough. But the SE we tested had lackluster tire grip, hurting braking and emergency handling. The 2.4-liter four-cylinder returned a good 28 mpg overall; a stronger 2.0-liter turbo four-cylinder is optional. The Eco uses a 1.6-liter turbo four-cylinder paired with a seven-speed automated manual. We found the controls easy to use and the rear seat very roomy. Safety features include forward-collision mitigation, lane-departure warning, and blind-spot detection. Plug-in and hybrid versions are available; the latter returned an impressive 39 mpg overall in our tests.

Overall Score	73-74
Predicted Reliability	
Owner Satisfaction	
Road Test Score	78-80
Crash Prevention	Opt.

Base Price: $21,600-$34,350
Body Styles: sedan
Trim Lines: Eco, Limited, SE, Sport, Sport 2.0T
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (178 hp); 2.4-liter 4 (185 hp); 2.0-liter 4 hybrid (193 hp); 2.0-liter 4 + electric (202 hp); 2.0-liter 4 turbo (245 hp)
Trans.: 6-spd auto.; 7-spd seq.

Facts & Figures

Exterior Dimensions
Length (in.) 191
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 110
Weight (lb.) 3,315
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 28-39

Reliability History

TROUBLE SPOTS	Hyundai Sonata 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Hyundai Tucson

THE TUCSON IS a huge improvement over its predecessor. The base SE version gets a 164-hp, 2.0-liter four-cylinder engine, routing through a six-speed automatic. This version is rather slow and can feel strained. More expensive trims get a 1.6-liter turbo four-cylinder that uses a seven-speed automated manual transmission. This more powerful setup returned 26 mpg overall, but it suffers from a vibration at very low speed, such as in parking maneuvers. Ride comfort, handling agility and noise suppression are commendable. The rear seat is roomy and controls are easy to use. Advanced safety features such as forward-collision avoidance with automatic braking, lane-departure warning, and blind-spot monitoring are optional.

Overall Score	73-75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	76-79
Crash Prevention	Opt.

Base Price: $22,700-$31,175
Body Styles: 4-door SUV
Trim Lines: Eco, Limited, SE, Sport
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (175 hp); 2.0-liter 4 (164 hp)
Transmissions: 6-speed automatic; 7-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 176
Width (in.) 73
Height (in.) 65
Wheelbase (in.) 105
Weight (lb.) 3,475
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 970
Cargo Volume, cu.ft. 29.5
Towing Capacity (lb.) 2,000
Fuel
Regular
CR overall mpg 24-26

Reliability History

TROUBLE SPOTS	Hyundai Tucson 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

WORSE BETTER

Hyundai Veloster

THE SPORTY VELOSTER hatchback has three doors, with the right-side rear door providing access to the tight rear seat. Based on the small Accent, the Veloster's 138-hp, 1.6-liter four-cylinder delivers adequate power, and the precise six-speed manual has low-effort throws. A dual-clutch, six-speed automated manual is optional. We got 31 mpg overall from a version with the manual transmission. Moving up to the Turbo trim gets you a strong 201-hp turbocharged four-cylinder and an available seven-speed automated-manual transmission. Handling is responsive and secure. While the ride is quite stiff, it isn't punishing. Rear visibility through the split back window is decent at best.

Overall Score	63
Predicted Reliability	! *
Owner Satisfaction	! *
Road Test Score	67
Crash Prevention	NA

Base Price: $18,000-$23,950
Body Styles: 3-door hatchback
Trim Lines: Base, Turbo, Turbo R-Spec
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.6-liter 4 (132 hp); 1.6-liter 4 (138 hp); 1.6-liter 4 turbo (201 hp)
Transmissions: 6-speed manual; 6-speed sequential; 7-speed sequential

Reliability History

TROUBLE SPOTS	Hyundai Veloster 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS	*	*	*
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 166
Width (in.) 71
Height (in.) 55
Wheelbase (in.) 104
Weight (lb.) 2,765
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 700
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 31

Infiniti Q50

AFTER A RECENT freshening, the Q50 is now a competitive luxury-sports-sedan, and available in rear- or all-wheel-drive configurations. Opting for the 3.0t version brings a turbocharged V6 at the price that most competitors charge for a turbocharged four-cylinder. While the Q50 is quick, fuel economy falls short when compared with its peers. Handling is quite nimble and the ride is compliant. The cabin is relatively roomy, and the rear seat is hospitable. Infiniti's touch-screen infotainment system is still cumbersome to use, despite improvements. Reliability has been below average, and the 2014 and 2015 models received a low owner-satisfaction score in our survey. A turbo four-cylinder, a hybrid, and a 400-hp turbo V6 are also available.

Overall Score	71
Predicted Reliability	˅
Owner Satisfaction	˅˅
Road Test Score	85
Crash Prevention	Opt.

Base Price: $33,950-$49,950
Body Styles: sedan
Trim Lines: 2.0t, 2.0t Premium, 2.0t Sport, 3.0t Premium, 3.0t Sport, Hybrid Premium, Red Sport 400
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp); 3.0-liter V6 turbo (300, 400 hp); 3.5-liter V6 hybrid (360 hp)
Transmissions: 7-speed automatic

Reliability History

TROUBLE SPOTS	Infiniti Q50 14	15	16
Engine Major	˄˄	˄˄	*
Engine Minor	˄˄	˄˄	*
Engine Cooling	˄˄	˄˄	*
Transmission Major	˄˄	˄˄	*
Transmission Minor	˄˄	˄	*
Drive System	˄	˄	*
Fuel System	˄˄	˄˄	*
Electrical	˄˄	˄˄	*
Climate System	˄˄	˄˄	*
Suspension	˅	˄˄	*
Brakes	!	!	*
Exhaust	˄˄	˄˄	*
Paint/Trim	˄	˄˄	*
Noises/Leaks	˄˄	!	*
Body Hardware	˄˄	˄˄	*
Power Equipment	˄	˄	*
In-Car Electronics	˅˅	˅˅	*
USED CAR VERDICTS	!	˅	*
NEW CAR PREDICTION	Worse than average ˅		

Facts & Figures

Exterior Dimensions
Length (in.) 188
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 112
Weight (lb.) 3,835
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 22

* Indicates insufficient data Years in red indicate redesigned or introduced

Infiniti Q70

THE Q70 SEDAN is very quick, with a lively 330-hp V6 and a smooth seven- speed automatic that returned 21 mpg overall in our tests. A V8 and a V6 hybrid are also available. Handling is quite agile, with communicative steering. The ride is firm and absorbs bumps well, but trails the competition in terms of plushness. The Q70 is also behind the competition in terms of cabin quietness, as there is some engine noise at high revs. Very good interior quality, a roomy rear seat, and easy-to-use controls are positives, although cabin ambience is austere. Blind-spot intervention is optional. An extended-length L version with a roomier rear seat is also available. Although it's beginning to show its age, the Q70 is still competitive and typically commands lower prices than the competition.

Overall Score	83-88
Predicted Reliability	
Owner Satisfaction	
Road Test Score	83-90
Crash Prevention	Opt.

Base Price: $49,850-$67,050
Body Styles: sedan
Trim Lines: 3.7, 5.6, Hybrid, L
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 hybrid (360 hp); 3.7-liter V6 (330 hp); 5.6-liter V8 (416 hp); 5.6-liter V8 (420 hp)
Transmissions: 7-speed automatic

Reliability History

TROUBLE SPOTS	Infiniti Q70 14	15	16
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*
USED CAR VERDICTS	*		*
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 195
Width (in.) 73
Height (in.) 59
Wheelbase (in.) 114
Weight (lb.) 3,895
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 21-25

Infiniti QX30

INFINITI'S SHORTCUT INTO the entry-level luxury SUV category, the QX30 is based on the Mercedes-Benz GLA. It uses the same 2.0-liter turbo four-cylinder and seven-speed dual clutch automatic as the GLA. Front-wheel drive is standard, while the versions with the optional all-wheel-drive system have a slightly higher ride height and a more-compliant suspension. The cabin incorporates some obviously Mercedes-sourced parts, as well as Infiniti features such as the InTouch infotainment system. The rear seat is cramped, and, oddly, a power liftgate is not offered. Available safety features include adaptive cruise control, forward-collision warning with emergency braking, and blind spot warning.

Overall Score	NA
Predicted Reliability	*1
Owner Satisfaction	*1
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $29,950-$38,500
Body Styles: 4-door SUV
Trim Lines: Base, Luxury, Premium, Sport
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp)
Transmissions: 7-speed sequential

Reliability History

TROUBLE SPOTS	Infiniti QX30 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average 1		

Facts & Figures

Exterior Dimensions
Length (in.) 174
Width (in.) 72
Height (in.) 60
Wheelbase (in.) 106
Weight (lb.) 3,340
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 880
Cargo Volume, cu.ft. 18
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 25

WORSE — BETTER

Infiniti QX50

INFINITI'S QX50 DATES back to 2008. For 2016 it gets a freshening and a 3-inch-longer wheelbase, which grants more than 4 additional inches to rear-seat leg and knee room. But underneath, it's still essentially a raised-wagon version of the old G37 sedan, a car we liked very much at the time for its quickness, agility, and composed ride. Carrying over is the smooth seven-speed automatic and 325-hp, 3.7-liter V6, which remains punchy but tends to be noisy by current standards. Up-to-date safety features include blind-spot warning, lane-departure warning, lane-keeping assist, and full speed-range adaptive cruise control with forward-collision warning.

Base Price: $35,850
Body Styles: 4-door SUV
Trim Lines: Base
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.7-liter V6 (325 hp)
Transmissions: 7-speed automatic

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	Infiniti QX50 14	15	16
Engine Major	*	*	
Engine Minor	*	*	
Engine Cooling	*	*	
Transmission Major	*	*	
Transmission Minor	*	*	
Drive System	*	*	
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	
USED CAR VERDICTS	*	*	
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 187
Width (in.) 71
Height (in.) 63
Wheelbase (in.) 113
Weight (lb.) 4,015
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 20

Infiniti QX60

THE MIDSIZED QX60 is spacious, quiet, and well-finished, with room for seven but without the bulk of a full-sized SUV. Based on the Nissan Pathfinder, it has a comfortable ride, but handling lacks agility, making the QX feel rather mushy. Our tested 265-hp, 3.5-liter V6 and continuously variable transmission delivered adequate acceleration and returned 19 mpg overall on premium fuel. Towing capacity is low at 3,500 pounds. A family-friendly feature allows access to the third row even with a child seat installed in the second row. But the second-row seat cushion is very low, compromising leg support and seat comfort. Reliability has been below average. The 2017 model has been freshened and added 30 more horsepower to its V6. Of note is the QX60's low owner-satisfaction score.

Base Price: $42,600-$53,450
Body Styles: 4-door SUV
Trim Lines: Base, Hybrid
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.5-liter 4 hybrid (250 hp); 3.5-liter V6 (295 hp)
Transmissions: CVT

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	Infiniti QX60 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			*
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 77
Height (in.) 68
Wheelbase (in.) 114
Weight (lb.) 4,530
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,150
Cargo Volume, cu.ft. 39
Towing Capacity (lb.) 5,000
Fuel
Premium
CR overall mpg 19

* Indicates insufficient data Years in red indicate redesigned or introduced

Infiniti QX70

AGING BUT STILL worthy, the QX70 stands out with an eager powertrain, bold styling, and responsive handling. We tested it when it was still called the FX and had the 3.5-liter V6, which got 18 mpg overall. Since then, the engine was upgraded to a 3.7-liter V6. Body roll is well-suppressed, although the QX70 isn't exactly nimble, and it rides rather stiffly. The roomy cabin is well-finished and mostly quiet, except for the loud engine. But the curvy styling hurts visibility and robs cargo space. A wide array of optional safety features includes autonomous braking and forward-collision warning. The useful surround-view camera system gives a bird's-eye view while parking.

Overall Score	60
Predicted Reliability	●*
Owner Satisfaction	●
Road Test Score	72
Crash Prevention	NA

Base Price: $45,850-$50,000E
Body Styles: 4-door SUV
Trim Lines: Base, Limited
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.7-liter V6 (325 hp)
Transmissions: 7-speed automatic

Reliability History

TROUBLE SPOTS	Infiniti QX70 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS	*	*	*
NEW CAR PREDICTION	Worse than average ●		

Facts & Figures

Exterior Dimensions
Length (in.) 191
Width (in.) 76
Height (in.) 66
Wheelbase (in.) 114
Weight (lb.) 4,225
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 950
Cargo Volume, cu.ft. 25.5
Towing Capacity (lb.) 2,000
Fuel
Premium
CR overall mpg 18

Infiniti QX80

A VERY LARGE SUV, the QX80 has a plush, luxurious, and quiet interior. We liked the steady, supple ride but found this big barge ungainly. Not only is handling cumbersome in everyday driving, but the QX80 doesn't shine at its limits either. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but it chugs premium fuel and returned just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungracious affair. Cargo volume is plentiful, and the small, power-folding third-row seat comes in handy to carry two kids. Electronic safety aids include lane-departure and blind-spot warning systems, and Infiniti's optional Backup Collision Intervention system. The new Nissan Armada is essentially the same vehicle, but costs less.

Overall Score	57
Predicted Reliability	●*
Owner Satisfaction	●
Road Test Score	68
Crash Prevention	Opt.

Base Price: $63,250-$88,850
Body Styles: 4-door SUV
Trim Lines: Base, Limited
Drive Wheels: Rear or 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.6-liter V8 (400 hp)
Transmissions: 7-speed automatic

Reliability History

TROUBLE SPOTS	Infiniti QX80 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS	*	*	*
NEW CAR PREDICTION	Worse than average ●		

Facts & Figures

Exterior Dimensions
Length (in.) 208
Width (in.) 80
Height (in.) 76
Wheelbase (in.) 121
Weight (lb.) 5,990
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 1,590
Cargo Volume, cu.ft. 49.5
Towing Capacity (lb.) 8,500
Fuel
Premium
CR overall mpg 15

WORSE BETTER

Jaguar F-Pace

JAGUAR'S FIRST SUV is based on a rear-wheel-drive platform shared with the XF and new XE. The F-Pace is quick, thanks to its 340-hp, supercharged 3.0-liter V6, but the omnipresent engine drone quickly becomes tiring. The S uses a 380-hp version of this engine, and a 2.0-liter turbo diesel is the base motor. All versions come with an eight-speed automatic and all-wheel drive. The F-Pace is taut and nimble, contributing to the lively driving experience. Unfortunately, the ride is stiff and choppy. The seats are comfortable, but interior quality isn't as impeccable as in the German competitors. The infotainment system is behind the times and trails the competition. Active safety features are available if you opt for the vision package. The infotainment system uses a slow, fussy touch screen.

Overall Score	60
Predicted Reliability	↓*
Owner Satisfaction	↑*
Road Test Score	72
Crash Prevention	Opt.

Base Price: $40,990-$69,700
Body Styles: 4-door SUV
Trim Lines: Base, First Edition, Premium, Prestige, R Sport, S
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (180 hp); 3.0-liter V6 supercharged (340, 380 hp)
Transmissions: 8-speed automatic

Reliability History			
TROUBLE SPOTS	Jaguar F-Pace		
	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ↓		

Facts & Figures

Exterior Dimensions
Length (in.) 186
Width (in.) 87
Height (in.) 66
Wheelbase (in.) 113
Weight (lb.) 4,350
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 960
Cargo Volume, cu.ft. 28.5
Towing Capacity (lb.) 5,290
Fuel
Premium or diesel
CR overall mpg 20

Jaguar F-Type

JAGUAR'S TWO-SEAT F-TYPE coupe and convertible have had a few updates added for 2016. Rear-drive V6 models get a six-speed manual that has stiff shift action. A smooth eight-speed automatic is standard, and the only gearbox available with the V8. All-wheel drive is new. Electric power steering replaces the hydraulic setup. The F-Type also gets Jaguar's JustDrive smartphone app, which builds on the new InControl touch-screen infotainment system. The F-Type is sporty and capable, with a distinct exhaust bark emanating from the V8. But don't expect tranquility in the mold of the departed XK. 2016 brings a longer five-year/60,000-mile warranty, which includes free scheduled maintenance and roadside assistance.

Overall Score	NA
Predicted Reliability	↓*
Owner Satisfaction	↑*
Road Test Score	NA
Crash Prevention	NA

Base Price: $61,400-$128,800
Body Styles: convertible; coupe
Trim Lines: R, SVR, V6, V6 S
Drive Wheels: Rear or AWD
Seating: 2 front
Engines: 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp); 5.0-liter V8 supercharged (550 hp); 5.0-liter V8 supercharged (575 hp)
Transmissions: 8-speed automatic; 6-speed manual

Reliability History			
TROUBLE SPOTS	Jaguar F-Type		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS	*	*	*
NEW CAR PREDICTION	Worse than average ↓		

Facts & Figures

Exterior Dimensions
Length (in.) 176
Width (in.) 74
Height (in.) 52
Wheelbase (in.) 103
Weight (lb.) 3,520
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) 420
Cargo Volume, cu.ft. 7
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 23

* Indicates insufficient data Years in red indicate redesigned or introduced

Jaguar XE

THE NEW XE is an athletic compact luxury sports sedan. Base models get a 180-hp, four-cylinder diesel. A more potent 340-hp, 3.0-liter supercharged V6 mated to an eight-speed automatic is the uplevel offering, with a new 2.0-liter turbo four-cylinder arriving in 2017. Rear- and all-wheel-drive versions are available. Our brief experience indicates that the XE is agile and fun to drive, with a comfortable ride. But the interior ambiance is not as opulent as one might expect from a Jaguar. The rear seat is extremely tight and the infotainment system is not up to snuff. A host of advanced active safety and driver assistance features are available.

Overall Score	NA
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $34,900-$51,700
Body Styles: sedan
Trim Lines: Base, Premium, Prestige, R-Sport
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (180 hp); 2.0-liter 4 turbo (240 hp); 3.0-liter V6 supercharged (340 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	184
Width (in.)	77
Height (in.)	56
Wheelbase (in.)	112
Weight (lb.)	3,350
% weight front/rear	NA

Cargo Measurement

Max. Load (lb.)	NA
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NA

Fuel

Premium or diesel

EPA combined mpg	23

Reliability History

TROUBLE SPOTS	Jaguar XE 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Jaguar XF

THE REDESIGNED XF is one of the sportiest offerings among mid-sized luxury sedans. It's taut and agile, yet possesses a supple and composed ride. The 340-hp supercharged V6 is punchy, and a more-powerful 380-hp version is also available. Interior ambiance is a bit austere for a Jaguar, and the standard infotainment system is slow and somewhat fussy. The uplevel InControl Touch Pro system features a 10.2- or 12.3-inch touch screen. The navigation system uses memory of past drives and real-time traffic info to offer alternate routes. All models get a generous five-year/60,000-mile warranty, which includes free scheduled maintenance and roadside assistance, in an effort to alleviate concerns about reliability.

Overall Score	66
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	83
Crash Prevention	Opt.

Base Price: $47,450-$65,700
Body Styles: sedan
Trim Lines: Base, Premium, Prestige, R-Sport, S
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbodiesel (180 hp); 3.0-liter V6 supercharged (340 hp); 3.0-liter V6 supercharged (380 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	195
Width (in.)	78
Height (in.)	58
Wheelbase (in.)	117
Weight (lb.)	4,175
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	960
Cargo Volume, cu.ft.	19
Towing Capacity (lb.)	4,080

Fuel

Premium or diesel

CR overall mpg	21

Reliability History

TROUBLE SPOTS	Jaguar XF 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS	*	*	*
NEW CAR PREDICTION	Worse than average		

WORSE BETTER

Jaguar XJ

THE CAPABLE, LUXURIOUS XJ has graceful, nimble handling and a supple, steady ride. Its 470-hp V8 makes the big sedan very quick, but most versions have the supercharged V6 with all-wheel drive. The plush, quiet interior is crafted with genuine wood trim, copious amounts of leather, and abundant chrome details. But some controls are confusing. The complex touch screen for the climate, audio, and navigation systems responds slowly, and takes some getting used to. Our tested long-wheelbase XJL has a sumptuous backseat, but the low roofline impedes head room and access, and the trunk is small. Changes for 2016 include a new infotainment system and updated styling, plus a more generous five-year/60,000-mile warranty.

Overall Score	66
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	82
Crash Prevention	NA

Base Price: $74,400-$121,000
Body Styles: sedan
Trim Lines: Base, Portfolio, Supercharged, XJL Portfolio, XJL Supercharged, XJR
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 supercharged (340 hp); 5.0-liter V8 supercharged (470 hp, 550 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	Jaguar XJ 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 207
Width (in.) 75
Height (in.) 57
Wheelbase (in.) 124
Weight (lb.) 4,200
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 880
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 19

Jeep Cherokee

THE CHEROKEE IS too unrefined to be a contender among small SUVs. The best version is the 3.2-liter V6 in Limited trim. The 2.4-liter four-cylinder is slow, and its 22 mpg overall is lousy for the class. The nine-speed automatic is not very responsive or refined. Handling is competent but short on agility, and the ride is jittery. The rear seat is roomy and controls are intuitive with the 8.4-inch Uconnect system. Limited trims can be fitted with high-end amenities. The Trailhawk is capable off-road, and the V6's 4,500-pound towing capacity is impressive. Updates for 2016 include stop-start on the V6, Siri Eyes Free, and the ability to customize the touch screen. Reliability has been below average.

Overall Score	47-55
Predicted Reliability	
Owner Satisfaction	
Road Test Score	58-71
Crash Prevention	Opt.

Base Price: $23,595-$38,595
Body Styles: 4-door SUV
Trim Lines: Latitude, Limited, Overland, Sport, Trailhawk
Drive Wheels: Front or AWD or 4WD
Seating: 2 front, 3 rear
Engines: 2.4-liter 4 (184 hp); 3.2-liter V6 (271 hp)
Transmissions: 9-speed automatic

Reliability History

TROUBLE SPOTS	Jeep Cherokee 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 73
Height (in.) 66
Wheelbase (in.) 106
Weight (lb.) 4,120
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,000
Cargo Volume, cu.ft. 31
Towing Capacity (lb.) 4,500
Fuel
Regular
CR overall mpg 21-22

* Indicates insufficient data Years in red indicate redesigned or introduced

Jeep Compass

OUTDATED AND UNCOMPETITIVE, the Compass's only attractive attribute is its low price. While its ride is fairly composed, handling is unimpressive, although it is ultimately secure at its relatively low limits. The sluggish 2.4-liter four-cylinder returned a paltry 22 mpg overall. The upright front seats are narrow and are not particularly comfortable, and the cabin is cramped. Controls are straightforward, but the very basic interior is austere. The high rear window makes the cabin feel claustrophobic, and the styling restricts visibility to the rear. A Poor owner-satisfaction score is another indication of how uncompetitive it is. There are far better small SUVs available.

Overall Score	47
Predicted Reliability	*
Owner Satisfaction	
Road Test Score	52
Crash Prevention	NA

Base Price: $19,795-$27,400
Body Styles: 4-door SUV
Trim Lines: Altitude, High Altitude, Latitude, Limited, Sport
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (158 hp); 2.4-liter 4 (172 hp)
Transmissions: 6-speed automatic; 5-speed manual; CVT

Facts & Figures

Exterior Dimensions
Length (in.) 173
Width (in.) 69
Height (in.) 65
Wheelbase (in.) 104
Weight (lb.) 3,590
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 925
Cargo Volume, cu.ft. 26.5
Towing Capacity (lb.) 1,000
Fuel
Regular
CR overall mpg 22

Reliability History

TROUBLE SPOTS	Jeep Compass 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Jeep Grand Cherokee

WE LIKE DRIVING the Grand Cherokee, with its solid, upscale interior; comfortable seats; and supple, controlled ride. Handling is competent, fit and finish is excellent, and the eight-speed automatic shifts smoothly. The standard 3.6-liter V6 returned just 18 mpg, though. We also tested the diesel, which racked up 24 mpg overall. Two V8s, a 5.7-liter and the SRT's 6.4-liter, are optional. The Uconnect infotainment system, with its large, well-labeled touch screen, is one of the best we've tested. Appropriately optioned, the Jeep makes a good tow vehicle or a capable off-roader. Updates for 2016 include engine stop-start for the revised V6, Siri Eyes Free, and an easier-to-use shift lever. Reliability has been well below average.

Overall Score	58-61
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80-84
Crash Prevention	Opt.

Base Price: $30,295-$68,390
Body Styles: 4-door SUV
Trim Lines: Laredo, Limited, Overland, SRT, Summit, Trailhawk
Drive Wheels: Rear or 4WD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbodiesel (240 hp); 3.6-liter V6 (295 hp); 5.7-liter V8 (360 hp); 6.4-liter V8 (475 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 77
Height (in.) 68
Wheelbase (in.) 115
Weight (lb.) 4,900
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,050
Cargo Volume, cu.ft. 36.5
Towing Capacity (lb.) 6,200
Fuel
Regular or premium or diesel
CR overall mpg 18-24

Reliability History

TROUBLE SPOTS	Jeep Grand Cherokee 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Jeep Patriot

ALTHOUGH THE SMALL Patriot SUV has a compliant ride and mostly simple controls, little else stands out other than its temptingly low price. Like the similar Jeep Compass, the Patriot is seriously outdated and outclassed by the majority of the small-SUV class. Handling borders on clumsy, although the Patriot ultimately proves secure at its limits. In our tests the sluggish 2.4-liter four-cylinder returned just 21 mpg overall, placing it at the bottom of our tested small-SUV category. Once inside, passengers will notice the narrow cabin, wide center console, low-rent interior, and small windows, which give the car a closed-in feeling. On top of all that, the cargo area is small.

Overall Score	53
Predicted Reliability	
Owner Satisfaction	
Road Test Score	56
Crash Prevention	NA

Base Price: $17,895-$26,740
Body Styles: 4-door SUV
Trim Lines: Altitude, High Altitude, Latitude, Limited, Sport
Drive Wheels: Front or 4WD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (158 hp); 2.4-liter 4 (172 hp)
Transmissions: 6-speed automatic; 5-speed manual; CVT

Reliability History

TROUBLE SPOTS	Jeep Patriot 14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 174
Width (in.) 69
Height (in.) 67
Wheelbase (in.) 104
Weight (lb.) 3,350
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 925
Cargo Volume, cu.ft. 29.5
Towing Capacity (lb.) 1,000
Fuel
Regular
CR overall mpg 21

Jeep Renegade

BUILT IN ITALY, the subcompact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the 2.4-liter was 24 mpg overall. Handling is uninspiring, and the ride is unremarkable. Idle vibration and an overly touchy brake pedal also mar the driving experience. Depending on options, the Renegade offers traditional Jeep features such as some off-road ability in the Trailhawk version and open-air driving via its optional removable sunroofs. Optional safety features include forward-collision and lane-departure warning, blind-spot monitoring, rear cross-path detection, and a backup camera. Chrysler's Uconnect infotainment system is available.

Overall Score	42
Predicted Reliability	
Owner Satisfaction	
Road Test Score	56
Crash Prevention	Opt.

Base Price: $17,995-$28,140
Body Styles: 4-door SUV
Trim Lines: Latitude, Limited, Sport, Trailhawk
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (160 hp); 2.4-liter 4 (180 hp)
Transmissions: 9-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Jeep Renegade 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION		Much worse than average	

Facts & Figures

Exterior Dimensions
Length (in.) 167
Width (in.) 71
Height (in.) 66
Wheelbase (in.) 101
Weight (lb.) 3,360
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 985
Cargo Volume, cu.ft. 30.5
Towing Capacity (lb.) 2,000
Fuel
Regular
CR overall mpg 24

* Indicates insufficient data Years in red indicate redesigned or introduced

Jeep Wrangler

AS AN EVERYDAY vehicle, the Wrangler trails most SUVs, but few are better for off-road use. The Wrangler uses Chrysler's 3.6-liter V6 and five-speed automatic, which returned 17 mpg overall in our tests. Though the Wrangler may be better than ever before, the ride rocks and jiggles constantly, and handling is clumsy. Wind noise is very loud at highway speeds. Getting in and out is awkward, and the interior is uncomfortable. Off-road performance is legendary, and the Rubicon version performs better there than our tested Unlimited Sahara did. IIHS side-crash results for the two-door are poor, and the four-door scored marginal; but offset frontal and small-overlap results for the four-door are good. Reliability has been below average.

Overall Score	26
Predicted Reliability	
Owner Satisfaction	
Road Test Score	20
Crash Prevention	NA

Base Price: $23,995-$42,245
Body Styles: 2-door SUV; 4-door SUV
Trim Lines: Rubicon, Rubicon Hard Rock, Sahara, Sport, Sport S, Unlimited Rubicon, Unlimited Sahara, Unlimited Sport, Willys Wheeler, Willys Wheeler W
Drive Wheels: 4WD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (285 hp)
Transmissions: 5-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions
Length (in.) 173
Width (in.) 74
Height (in.) 71
Wheelbase (in.) 116
Weight (lb.) 4,570
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 34.5
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 17

Reliability History

TROUBLE SPOTS	Jeep Wrangler 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Kia Cadenza

STYLING CHANGES ARE subtle, but the redesigned 2017 Cadenza features an all-new body structure. Given that it shares the bones of the new Optima, Kia's promise of more responsive handling is plausible. The new car is slightly wider and lower, with a longer wheelbase, adding up to about a half-inch more rear-seat leg room. The 290-hp, 3.3-liter V6 is similar to the engine in the Sorento SUV, which we found slick. We got 22 mpg with the previous car. Inside, Kia has upped the comfort level, with increased soft-touch bits, real stitching on the dashboard, and available Nappa leather seats. The driver's seat can even rotate for easier cabin access. Automatic emergency braking, adaptive cruise control, and lane-departure warning will be available, an omission on the outgoing model.

Overall Score	NA
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $33,000-$44,000E
Body Styles: sedan
Trim Lines: Base, Limited, Premium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 3.3-liter V6 (290 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 112
Weight (lb.) 3,765
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
EPA combined mpg 23

Reliability History

TROUBLE SPOTS	Kia Cadenza 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Kia Forte

KIA'S FORTE PROVIDES generous interior room and a wide assortment of amenities. Our tested base LX sedan got 28 mpg overall with the 1.8-liter four-cylinder and six-speed automatic, but that engine has been replaced by a 2.0-liter unit for 2017, which is similar to the engine in the Hyundai Elantra. Though the ride is absorbent, it tends to feel floaty over undulations. Handling is very secure but not particularly agile. The SX hatchback continues to use a 1.6-liter turbo mated to a seven-speed dual-clutch automated manual gearbox. The spacious interior is quiet for a compact car, and the controls are logically arranged. Available features include front and rear heated and ventilated seats, and a rearview camera. The base LX comes standard with keyless entry and heated mirrors.

Overall Score	72
Predicted Reliability	
Owner Satisfaction	
Road Test Score	78
Crash Prevention	Opt.

Base Price: $16,490-$21,890
Body Styles: 4-door hatchback; sedan
Trim Lines: EX, LX, S, SX
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (201 hp); 2.0-liter 4 (147 hp); 2.0-liter 4 (164 hp); 2.0-liter 4 (173 hp)
Transmissions: 6-speed automatic; 6-speed manual; 7-speed sequential

Reliability History

TROUBLE SPOTS	Kia Forte 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 180
Width (in.) 70
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 2,815
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 28

Kia K900

KIA'S FLAGSHIP IS the brand's first rear-drive model and cousin of the new Genesis G90. It is offered with a smooth and punchy 420-hp V8 or a slick 3.8-liter V6, both mated to an eight-speed automatic. The K900 is like a traditional freeway cruiser: more comfortable wafting along in a straight line than carving corners. If you're looking for the cushy ride found in old Cadillacs or Oldsmobiles, this may be the car for you. The base infotainment system uses a 9.2-inch screen, and top trims get a 12-inch display. A central controller manages the menus and selections, but it takes some getting used to. The cabin is very roomy. Safety options include blind-spot and lane-detection systems, rear cross-traffic alert, a wraparound camera, and front-collision warning.

Overall Score	NA
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $49,000-$61,900
Body Styles: sedan
Trim Lines: Luxury, Premium
Drive Wheels: Rear
Seating: 2 front, 3 rear
Engines: 3.8-liter V6 (311 hp); 5.0-liter V8 (420 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	Kia K900 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 201
Width (in.) 75
Height (in.) 59
Wheelbase (in.) 120
Weight (lb.) 4,555
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
EPA combined mpg 18

* Indicates insufficient data Years in red indicate redesigned or introduced

Kia Niro

THE NEW KIA Niro is a small, five-passenger front-wheel-drive hybrid wagon/hatchback. It rides on an all-new platform and uses a 1.6-liter four-cylinder engine that, when combined with the electric drive unit, puts out a combined 146 horsepower. This combination is mated to a six-speed dual-clutch transmission, and the 1.56-kWh lithium ion battery is located under the rear seat. This allows for a flat cargo floor when the rear seats are folded. Kia claims the Niro will get 50 mpg combined in the EPA test cycle. A suite of advanced safety features will be available, including autonomous emergency braking, smart cruise control, and blind spot detection with rear cross traffic alert. An available infotainment system works with Apple CarPlay and Android Auto.

Overall Score	NA
Predicted Reliability	! *
Owner Satisfaction	^ *
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $22,000-$30,000E
Body Styles: wagon
Trim Lines: —
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 hybrid (146 hp)
Transmissions: 6-speed sequential

Reliability History

TROUBLE SPOTS	Kia Niro 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 172
Width (in.) 71
Height (in.) 60
Wheelbase (in.) 106
Weight (lb.) . . . . . NA
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. 26
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg . . . . . NA

Kia Optima

KIA'S RECENTLY-REDESIGNED OPTIMA midsized sedan packs a lot of substance and value. It drives nicely, with a firm yet absorbent ride and responsive, secure handling. The mainstream 2.4-liter four-cylinder is pleasant, and returned 28 mpg overall in our testing, while the uplevel 2.0-liter turbo four packs more punch. New to the line is a 1.6-liter four-cylinder mated to a seven-speed dual-clutch transmission. At around $26,000 the EX trim features comfortable leather seats, automatic climate control, a roomy rear seat, and heating for the seats and steering wheel. The controls are very intuitive to use. Low-positioned dash vents are our only gripe. The latest version of Kia's UVO touch-screen infotainment system works with Apple CarPlay and Android Auto. A hybrid is also available.

Overall Score	85
Predicted Reliability	^^
Owner Satisfaction	^^
Road Test Score	86
Crash Prevention	Opt.

Base Price: $22,140-$36,040
Body Styles: sedan
Trim Lines: EX, Hybrid, LX, SX, SX Limited
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (178 hp); 2.0-liter 4 turbo (245 hp); 2.4-liter 4 (185 hp); 2.4-liter 4 hybrid (199 hp)
Transmissions: 6-speed automatic; 7-speed sequential

Reliability History

TROUBLE SPOTS	Kia Optima 14	15	16
Engine Major	^^	^^	^^
Engine Minor	^^	^^	^^
Engine Cooling	^^	^^	^^
Transmission Major	^^	^^	^^
Transmission Minor	^^	^^	^^
Drive System	^^	^^	^^
Fuel System	^^	^^	^^
Electrical	^^	^^	^^
Climate System	^^	^^	!
Suspension	^	^	^^
Brakes	^^	^^	^^
Exhaust	^^	^^	^^
Paint/Trim	^	^	^^
Noises/Leaks	^	^^	^^
Body Hardware	^^	^^	^^
Power Equipment	v	^	^^
In-Car Electronics	!	^	^^
USED CAR VERDICTS	^	!	^^
NEW CAR PREDICTION	Much better than average ^^		

Facts & Figures

Exterior Dimensions
Length (in.) 191
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 110
Weight (lb.) 3,300
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 28

Kia Rio

THIS SIBLING OF the Hyundai Accent is available as a sedan or hatchback. Power comes from a 138-hp, 1.6-liter four-cylinder mated to a six-speed automatic. Fuel economy of 29 mpg overall with our automatic-equipped hatchback and 30 mpg for the sedan is pretty unimpressive. Its stiff ride and noisy cabin are typical of the genre and can get annoying during long trips, but they aren't unbearable. Handling is a strong suit, with the car feeling responsive in corners. Higher-trim models offer amenities such as heated seats and a rear-view camera, but they can push up the price steeply. Expect a redesigned Rio to arrive in spring 2017.

Base Price: $14,165-$20,905
Body Styles: 4-door hatchback; sedan
Trim Lines: EX, LX, SX
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (138 hp)
Transmissions: 6-speed automatic; 6-speed manual

Overall Score	60
Predicted Reliability	1*
Owner Satisfaction	5
Road Test Score	64
Crash Prevention	NA

Reliability History

TROUBLE SPOTS	Kia Rio 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average 1		

Facts & Figures

Exterior Dimensions
Length (in.) 172
Width (in.) 68
Height (in.) 57
Wheelbase (in.) 101
Weight (lb.) 2,575
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 925
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 30

Kia Sedona

THE SEDONA IS available in seven- or eight-passenger seating capacities. Under the hood is a smooth and refined 276-hp, 3.3-liter V6 engine matched with a six-speed automatic. The roomy cabin is quiet, but the ride is overly stiff and falls far short of the Honda Odyssey and the Toyota Sienna. Handling is rather ungainly, but ultimately secure. The interior is nicely finished and inviting, with a new front console that provides handy concealed storage. The second-row seats neither fold flat nor are removable, cutting into cargo capacity. Available safety features include forward-collision, blind-spot, and cross-traffic alert systems. A rear-view camera is standard on all trim lines.

Base Price: $26,400-$39,900
Body Styles: minivan
Trim Lines: EX, L, LX, SX, SX Limited
Drive Wheels: Front
Seating: 2 front, 3 rear, 3 third
Engines: 3.3-liter V6 (276 hp)
Transmissions: 6-speed automatic

Overall Score	67
Predicted Reliability	1*
Owner Satisfaction	4
Road Test Score	70
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	Kia Sedona 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average 1		

Facts & Figures

Exterior Dimensions
Length (in.) 201
Width (in.) 78
Height (in.) 69
Wheelbase (in.) 121
Weight (lb.) 4,595
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,325
Cargo Volume, cu.ft. 46
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 20

* Indicates insufficient data Years in red indicate redesigned or introduced

Kia Sorento

A 2016 TOP Pick, this midsized SUV is functional and refined, and its wide price range makes it an alternative to small and midsized SUVs. Three engines are available: the base 185-hp, 2.4-liter four-cylinder; a 240-hp, 2.0-liter turbo four; and the smooth and quiet 290-hp, 3.3-liter V6. All use a six-speed automatic. The cabin is quiet, and the ride is comfortable and composed. Handling is responsive and secure. Supportive seats and simple controls help make the Sorento easy to live with. Available safety gear includes adaptive cruise control, forward-collision warning, blind-spot detection, and rear cross-traffic alert, as well as a surround-view monitor. Good crash-test results are a plus. Reliability has been above average.

Overall Score	82
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84
Crash Prevention	Opt.

Base Price: $25,400-$45,700
Body Styles: 4-door SUV
Trim Lines: EX, L, LX, SX, SX-Limited
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (240 hp); 2.4-liter 4 (185 hp); 3.3-liter V6 (290 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Kia Sorento 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 187
Width (in.) 74
Height (in.) 66
Wheelbase (in.) 109
Weight (lb.) 4,175
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,120
Cargo Volume, cu.ft. 37.5
Towing Capacity (lb.) 5,000
Fuel
Regular
CR overall mpg 21

Kia Soul

THERE IS MORE to the boxy Soul than quirky styling. It packs abundant interior space, with chairlike seats and big windows providing an excellent view out. Though fundamentally a budget hatchback, the Soul can be an SUV alternative, functionality-wise. The driving experience isn't special: The ride is stiff, and handling is sound but unexceptional. Power delivery from the 2.0-liter four-cylinder feels just adequate, and its 26 mpg overall is not outstanding. An extensive options list includes heated seats, touch-screen navigation, and a backup camera. An electric version is available on the West Coast and in some Northeast states. Available features include forward-collision and lane-departure warning systems. Reliability has been average.

Overall Score	71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Opt.

Base Price: $15,900-$35,950
Body Styles: wagon
Trim Lines: !, Base, EV, EV Plus, Plus
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (109 hp); 1.6-liter 4 (130 hp); 2.0-liter 4 (164 hp)
Transmissions: 6-speed automatic; 6-speed manual; 1-speed direct

Reliability History

TROUBLE SPOTS	Kia Soul 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 163
Width (in.) 71
Height (in.) 63
Wheelbase (in.) 101
Weight (lb.) 3,055
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 24.5
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or electric
CR overall mpg 26

Kia Sportage

THE REDESIGNED SPORTAGE is a stylish and mildly sporty choice among small SUVs. Most versions are equipped with a 2.4-liter four-cylinder, while the top-trim SX version sports a 2.0-liter turbocharged four-cylinder. Both are mated to a six-speed automatic transmission. While a touch firm, the ride is composed and handling is responsive. Unlike its sister vehicle, the Hyundai Tucson, the Sportage benefits from the pairing of a larger engine and a conventional automatic transmission, which combine to give it smoother power delivery. The rear seat is roomy and the controls are easy to use, but visibility to the rear and side is difficult. The new Sportage scored a Good in the IIHS small-overlap crash test.

Overall Score	76
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	78
Crash Prevention	Opt.

Base Price: $22,990-$34,000
Body Styles: 4-door SUV
Trim Lines: EX, LX, SX
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 2.4-liter 4 (181 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Kia Sportage 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 176
Width (in.) 73
Height (in.) 64
Wheelbase (in.) 105
Weight (lb.) 3,485
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 970
Cargo Volume, cu.ft. 29.5
Towing Capacity (lb.) 2,000
Fuel
Regular
CR overall mpg 23

Land Rover Discovery Sport

FROM THE STORIED Land Rover brand, one would expect a more regal entry into this hot market segment. Instead, the Discovery Sport struggles in comparisons against even mass-market small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. The Discovery Sport proved capable off-road, commendably ascending our rock hill and trails. But on the road, the ride is stiff-legged and handling is far from sporty. The austere cabin is rather plain for a model from a boutique luxury brand. A third-row seat is available. The infotainment system is slow to respond. Based on Land Rover's history, we predict reliability for this pricey, underachieving SUV will likely be below average.

Overall Score	47
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	58
Crash Prevention	Opt.

Base Price: $37,455-$45,995
Body Styles: 4-door SUV
Trim Lines: HSE, HSE Lux, SE
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (240 hp)
Transmissions: 9-speed automatic

Reliability History

TROUBLE SPOTS	Land Rover Discovery Sport 14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 181
Width (in.) 82
Height (in.) 68
Wheelbase (in.) 108
Weight (lb.) 4,325
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 935
Cargo Volume, cu.ft. 33
Towing Capacity (lb.) 4,410
Fuel
Premium
CR overall mpg 21

* Indicates insufficient data Years in red indicate redesigned or introduced

Land Rover LR4

COMPARED WITH THE rest of the Land Rover line, the LR4 is looking a bit dated. The ride is supple but can get unsettled. Handling, though ultimately secure, is not a strong suit. The LR4 leans and lumbers when hustled through corners. A 3.0-liter supercharged V6 and eight-speed automatic are standard. The roomy cabin is comfortable, quiet, and luxuriously appointed, but some controls are confusing. The third-row seat is usable by adults, and cargo capacity is generous, but the two-piece tailgate is fussy to use. Off-road capabilities are top-notch, in part because of the height-adjustable suspension and electronic adjustments for various terrain types. A redesign arrives this coming summer.

Overall Score	NA
Predicted Reliability	⌄*
Owner Satisfaction	⌃
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $50,400
Body Styles: 4-door SUV
Trim Lines: Base, HSE, HSE LUX
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 supercharged (340 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	190
Width (in.)	75
Height (in.)	72
Wheelbase (in.)	114
Weight (lb.)	5,710
% weight front/rear	49/51

Cargo Measurement

Max. Load (lb.)	1,300
Cargo Volume, cu.ft.	52.5
Towing Capacity (lb.)	7,715

Fuel
Premium
EPA combined mpg 16

Reliability History

TROUBLE SPOTS	Land Rover LR4 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average ⌄		

Land Rover Range Rover

OWNERS OF ANY ultra-luxury sedan will feel right at home in the Range Rover. The supercharged V6 and excellent eight-speed automatic provide effortless motivation, and the air suspension swallows up bumps with ease. Handling is responsive and secure but not sporty. We averaged 17 mpg overall, which isn't great but is better than most rivals. Terrain-coping mechanisms and adjustable ride height give it standout off-road abilities. Cabin furnishings and seats are first-rate, but the slow touch screen is complex. The optional InControl Apps system lets the screen mimic a smartphone interface. New for 2016 is a 254-hp turbodiesel V6 and an available hands-free system to open the tailgate.

Overall Score	62
Predicted Reliability	⌄*
Owner Satisfaction	!*
Road Test Score	80
Crash Prevention	Std./⌃

Base Price: $85,650-$199,950
Body Styles: 4-door SUV
Trim Lines: Autobiography, Base, HSE, SC V8, SVAutobiography, SVAutobiography Dynamic
Drive Wheels: 4WD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340, 380 hp); 5.0-liter V8 supercharged (510 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	197
Width (in.)	78
Height (in.)	72
Wheelbase (in.)	115
Weight (lb.)	5,300
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	960
Cargo Volume, cu.ft.	34.5
Towing Capacity (lb.)	7,715

Fuel
Premium or diesel
CR overall mpg 17

Reliability History

TROUBLE SPOTS	Land Rover Range Rover 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average ⌄		

Land Rover Range Rover Evoque

OVERALL, THE EVOQUE compact SUV is more about style than functionality. We tested a four-door Evoque with the old six-speed automatic, and got 21 mpg overall. A nine-speed automatic is now standard, and it's neither smooth nor responsive. The ride is choppy and noise levels are elevated. Interior room and visibility are sacrificed for the striking silhouette. Controls are a bit quirky. Routine handling is sprightly but becomes disconcerting at the limits. The Evoque's Terrain Response system facilitates moderate off-road capability, which is uncommon in this class. Updates for 2016 include new seats and the new InControl infotainment system, and lane-departure warning with lane-keeping assist is optional.

Overall Score	NA
Predicted Reliability	⌄*
Owner Satisfaction	⌄
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $41,475-$57,275
Body Styles: 2-door SUV; 4-door SUV; convertible
Trim Lines: HSE, HSE Dynamic, SE, SE Dynamic, SE Premium
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp)
Transmissions: 9-speed automatic

Reliability History

TROUBLE SPOTS	Land Rover Range Rover Evoque 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average ⌄		

Facts & Figures

Exterior Dimensions
Length (in.) 172
Width (in.) 77
Height (in.) 64
Wheelbase (in.) 105
Weight (lb.) 3,940
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 1,025
Cargo Volume, cu.ft. 25.5
Towing Capacity (lb.) 3,500
Fuel
Premium
EPA combined mpg 24

Land Rover Range Rover Sport

WHILE THE SPORT has a similar level of interior plushness as the stately Range Rover it is based upon, it focuses on maneuverability and handling prowess and less on ride comfort and off-road ability. Low range gearing is optional. Power comes from strong supercharged V6 and V8 engines mated to an eight-speed automatic. The Sport delivers an engaging driving experience, with taut, agile handling, but the ride is stiff and choppy. Some controls are behind the times, though the optional InControl Apps system lets the system mimic a smartphone interface. Rear-seat room is generous, but the optional third-row seat is tiny. A 254-hp, 3.0-liter V6 diesel and stronger SVR V8 version are new for 2016.

Overall Score	59
Predicted Reliability	⌄*
Owner Satisfaction	⌃*
Road Test Score	74
Crash Prevention	Std./⌃

Base Price: $65,650-$111,350
Body Styles: 4-door SUV
Trim Lines: Autobiography, HSE, HSE Dynamic, SC V8, SE, SVR
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 turbodiesel (254 hp); 3.0-liter V6 supercharged (340, 380 hp); 5.0-liter V8 supercharged (510 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	Land Rover Range Rover Sport 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average ⌄		

Facts & Figures

Exterior Dimensions
Length (in.) 191
Width (in.) 78
Height (in.) 70
Wheelbase (in.) 115
Weight (lb.) 5,255
% weight front/rear 49/51
Cargo Measurement
Max. Load (lb.) 1,345
Cargo Volume, cu.ft. 31.5
Towing Capacity (lb.) 7,715
Fuel
Premium or diesel
CR overall mpg 18

* Indicates insufficient data Years in red indicate redesigned or introduced

Lexus CT 200h

THIS SMALL HATCHBACK has excellent fuel economy, but its refinement isn't up to the Lexus standard. A 2016 freshening brought styling updates and mechanical tweaks said to improve ride comfort and noise levels, two areas we found problematic in our testing. Using the same powertrain as the previous-generation Prius, the CT's 40 mpg is 4 mpg less than the roomier Toyota. The CT can drive solely on electric power at low speed. Handling is responsive and secure, but the ride is stiff and choppy. The cabin is well-assembled, with quality materials. But the rear seats are tight, cargo capacity is modest, and the view out back is limited. Reliability has been outstanding.

Overall Score	71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	65
Crash Prevention	Opt.

Base Price: $31,250-$32,980
Body Styles: 4-door hatchback
Trim Lines: Base, F Sport
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 hybrid (134 hp)
Transmissions: CVT

Reliability History

TROUBLE SPOTS	Lexus CT 200h 14	15	16
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 171
Width (in.) 70
Height (in.) 57
Wheelbase (in.) 102
Weight (lb.) 3,225
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 18
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 40

Lexus ES

THE LEXUS ES is an upscale alternative to a Toyota Camry. It has sound handling but falls short of being engaging or fun. Uncharacteristic for Lexus, the ride is on the stiff side, and the optional 18-inch wheels make it worse. The powerful 3.5-liter V6 and six-speed automatic got a good 25 mpg overall. But we find the hybrid more appealing, thanks to its combination of size and fuel economy, returning a class-leading 36 mpg overall and 44 on the highway in our tests. Inside, the quiet cabin looks good at first, but some cheap touches are apparent. The mouselike infotainment interface is distracting and convoluted. Reliability has been excellent. For 2017, the Lexus Safety System+, which includes forward-collision warning, automatic emergency braking, lane-departure warning, and adaptive cruise control, is standard.

Overall Score	81-82
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77-78
Crash Prevention	Std./

Base Price: $38,900-$41,820
Body Styles: sedan
Trim Lines: 300h, 350
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 hybrid (200 hp); 3.5-liter V6 (268 hp)
Transmissions: 6-speed automatic; CVT

Reliability History

TROUBLE SPOTS	Lexus ES 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics		!	
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 193
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 111
Weight (lb.) 3,575
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 25-36

WORSE BETTER

Lexus GS

THE GS COMPETES well, delivering a balanced combination of ride, handling, quietness, and roominess. Engaging to drive, the car's good handling and taut, yet supple ride compete well against German rivals. Its strong 3.5-liter V6 returned 21 mpg overall in our tests. Rear-drive versions get an eight-speed automatic, while AWD versions get a six-speed automatic. A hybrid with a CVT is also available. Interior space is on par for the class, and the cabin is nicely furnished. A distracting mouselike controller works the infotainment systems. A high-performance GS F with a 467-hp V8 is available. 2016 brings a rear-drive 200t with a turbo four-cylinder. A blind-spot monitor with rear cross-traffic alert is standard. Reliability has been well above average.

Base Price: $46,310-$83,940
Body Styles: sedan
Trim Lines: 200t, 350, 450h, F, F Sport
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (311 hp); 3.5-liter V6 hybrid (338 hp); 5.0-liter V8 (467 hp)
Transmissions: 6-speed automatic; 8-speed automatic; CVT

Facts & Figures

Exterior Dimensions

Length (in.)	192
Width (in.)	72
Height (in.)	57
Wheelbase (in.)	112
Weight (lb.)	3,845
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	825
Cargo Volume, cu.ft.	16
Towing Capacity (lb.)	NR

Fuel

Premium
CR overall mpg 21

Overall Score	85
Predicted Reliability	
Owner Satisfaction	
Road Test Score	83
Crash Prevention	Std./

Reliability History

TROUBLE SPOTS	Lexus GS 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Lexus GX

LIKE ITS TOYOTA 4Runner corporate cousin, the GX 460 is among the few remaining old-school SUVs that use a body-on-frame design. It is very quiet and quick for a hulking brute, yet the GX is highly capable off-road and has a high tow rating. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain that gets 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, although the body tends to jostle when driving over uneven pavement. Inside, the cabin is plush and well-finished. The small third-row seat folds neatly into the floor when it's not in use, but the side-swinging rear door can be inconvenient at times. Reliability has consistently been above average.

Base Price: $51,280-$62,980
Body Styles: 4-door SUV
Trim Lines: 460, 460 Premium, 560 Luxury
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 4.6-liter V8 (301 hp)
Transmissions: 6-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	192
Width (in.)	74
Height (in.)	74
Wheelbase (in.)	110
Weight (lb.)	5,170
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	1,155
Cargo Volume, cu.ft.	36.5
Towing Capacity (lb.)	6,500

Fuel

Premium
CR overall mpg 17

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	70
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	Lexus GX 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

* Indicates insufficient data Years in red indicate redesigned or introduced

Lexus IS

IN OUR TESTS, the IS came up short as a sports sedan. Handling is secure but not engaging enough to run with true sports sedans. Ride comfort is neither tied down nor plush. Even the punchy IS 350 is underwhelming to drive. For 2016 a new 255-hp V6 powers the IS 300. It gives the car more zip, but its fuel economy of 20 mpg overall is uncompetitive in the class. Still, the interior is extremely cramped, and getting in and out is an ungraceful chore. All-wheel-drive versions have a pronounced hump by the driver's right leg. Fit and finish is okay but not a standout, and the mouselike infotainment controller is distracting to use. A new 2.0-liter turbo four-cylinder is available, but only in rear-wheel drive. Reliability has been above average, but the IS scores too low to be recommended.

Overall Score	66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	56
Crash Prevention	Std./

Base Price: $37,325-$46,100
Body Styles: sedan
Trim Lines: 200t, 200t F Sport, 300, 300 F Sport, 350, 350 F Sport
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (255 hp); 3.5-liter V6 (306 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Reliability History

TROUBLE SPOTS	Lexus IS 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 184
Width (in.) 71
Height (in.) 56
Wheelbase (in.) 110
Weight (lb.) 3,850
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 20

Lexus LC

LEXUS'S NEW HALO car is the six-figure LC 500 Coupe. Its main competitors include the Mercedes-Benz S550 Coupe and BMW 650i coupe. The 5.0-liter V8 engine is borrowed from the high-performance GS F and RC F coupes, generating 467 hp and 389 lb.-ft. of torque. Power is sent to the rear wheels through a close-ratio 10-speed automatic transmission, enabling a claimed 0-60 mph sprint of less than 4.5 seconds. A 3.5-liter V6 hybrid version has also been introduced. It will go on sale in early 2017 with an expected starting price near $100,000, and a convertible version may follow.

Overall Score	NA
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $100,000-$110,000E
Body Styles: coupe
Trim Lines: 500, 500h
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 3.5-liter V6 hybrid (354 hp); 5.0-liter V8 (467 hp)
Transmissions: 10-speed automatic; CVT

Reliability History

TROUBLE SPOTS	Lexus LC 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 187
Width (in.) 76
Height (in.) 53
Wheelbase (in.) 113
Weight (lb.) . . . . . NA
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg . . . . . NA

WORSE BETTER

Lexus LS

THE LEXUS FLAGSHIP sedan delivers luxurious, highly refined, and fuss-free motoring with a comfortable and serene ride. It has an exceptionally quiet cabin and is laden with features. Fit and finish is excellent. Its recent freshening made handling a bit more responsive while retaining the silky ride. The strong V8 and eight-speed automatic deliver a very smooth and responsive package. The extended-length version has generous rear-seat room. A self-parking feature and all-wheel drive are optional. The LS 600h hybrid comes with standard AWD. Despite retaining some conventional knobs and buttons, the mouse-controlled infotainment system is complicated and distracting to use.

Base Price: $72,520-$120,400
Body Styles: sedan
Trim Lines: 460, 460L, 600h L, F Sport
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 4.6-liter V8 (360 hp); 4.6-liter V8 (386 hp); 5.0-liter V8 hybrid (438 hp)
Transmissions: 8-speed automatic; CVT

Overall Score	87
Predicted Reliability	
Owner Satisfaction	
Road Test Score	89
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	Lexus LS 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 205
Width (in.) 74
Height (in.) 58
Wheelbase (in.) 122
Weight (lb.) 4,515
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 18
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 21

Lexus LX

THIS LUXURY SUV is based on the Toyota Land Cruiser, itself quite plush and upscale. Power comes from a strong 5.7-liter V8 also found in the Tundra pickup. It has a comfortable ride and a quiet, plush, and well-assembled cabin. Our tested Land Cruiser got only 14 mpg overall but was very composed and secure off-road. Like the Toyota, the LX has an off-road crawl mode that manages throttle and braking over tough terrain. The height-adjustable suspension further enables the LX to traverse off-road. But the power-folding third-row seat folds up to the sides, limiting cargo space. For 2017, the Lexus Safety System+, which includes forward-collision warning, automatic emergency braking, lane-departure warning, and adaptive cruise control, is standard.

Base Price: $89,380
Body Styles: 4-door SUV
Trim Lines: 570
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.7-liter V8 (383 hp)
Transmissions: 8-speed automatic

Overall Score	NA
Predicted Reliability	*
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Reliability History

TROUBLE SPOTS	Lexus LX 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 199
Width (in.) 78
Height (in.) 73
Wheelbase (in.) 112
Weight (lb.) 6,000
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 1,385
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 7,000
Fuel
Premium
EPA combined mpg 15

* Indicates insufficient data Years in red indicate redesigned or introduced

Lexus NX

BASED ON THE Toyota RAV4, the compact NX delivers a less opulent driving experience than the typical Lexus. Handling is responsive, but the ride is more firm than cosseting and cabin noise isn't particularly hushed. The NX 200t's 2.0-liter turbocharged four-cylinder works well and delivers 24 mpg overall. The NX 300h hybrid returns 29 mpg overall, making it one of the most fuel-efficient SUVs we've ever tested, but it feels a bit underpowered. Snazzy details lend the interior some appeal, but some cheap touches remain. Front cabin room is tight, and the styling compromises rear visibility and crimps cargo space. The infotainment system's fussy touchpad requires distracting focus to use when driving. Reliability has been well above average.

Overall Score	74-76
Predicted Reliability	
Owner Satisfaction	
Road Test Score	71-74
Crash Prevention	Opt.

Base Price: $35,085-$39,720
Body Styles: 4-door SUV
Trim Lines: 200t, 200t F Sport, 300h
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 hybrid (194 hp); 2.0-liter 4 turbo (235 hp)
Transmissions: 6-speed automatic; CVT

Reliability History			
TROUBLE SPOTS	Lexus NX 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 74
Height (in.) 65
Wheelbase (in.) 105
Weight (lb.) 4,000
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 895
Cargo Volume, cu.ft. 28.5
Towing Capacity (lb.) 2,000
Fuel
Regular or premium
CR overall mpg 24-29

Lexus RC

THIS AGGRESSIVELY STYLED coupe offers seating for four passengers of diminutive stature. Essentially a coupe version of the IS sedan, the RC uses a standard 3.5-liter V6 engine hooked up to an eight-speed automatic. An all-wheel-drive version is available with a six-speed automatic. Top-trim RC F versions, fitted with a 467-hp, 5.0-liter V8, target the BMW M4. That prodigious output is routed to the rear wheels with a torque-vectoring differential, which sends power to the tire that has the most grip. The RC F is super-quick, with a loud exhaust bark. The various driving modes sharpen throttle and steering response, but the car's weight ultimately compromises agility.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $40,155-$64,165
Body Styles: coupe
Trim Lines: 200t, 300, 350, 350 F Sport, F
Drive Wheels: Rear or AWD
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.5-liter V6 (255 hp); 3.5-liter V6 (306 hp); 5.0-liter V8 (467 hp)
Transmissions: 6-speed automatic; 8-speed automatic

Reliability History			
TROUBLE SPOTS	Lexus RC 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 185
Width (in.) 72
Height (in.) 55
Wheelbase (in.) 108
Weight (lb.) 3,750
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 700
Cargo Volume, cu.ft. 10
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 22

Lexus RX

THE RX GOT a 2016 makeover, with avant-garde exterior styling and advanced safety features. Its 3.5-liter V6 is now linked to a new eight-speed automatic, delivering ample power and a commendable 22 mpg overall. The fuel-thrifty 450h hybrid gets an excellent 29 mpg overall. Inside, the RX is very quiet and well-finished. Ride comfort is plush whether you get the base car on 18-inch tires or more uplevel versions with 20-inch tires. Handling, however, is ponderous and devoid of any sporty feel, but ultimately secure. The mouselike controller and interface require a steep learning curve. Rear passengers get lots of leg and knee room. For 2017, the Lexus Safety System+, which includes forward-collision warning, automatic emergency braking, lane-departure warning, and adaptive cruise control, is standard.

Overall Score	79-81
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77-80
Crash Prevention	Std./

Base Price: $43,020-$56,645
Body Styles: 4-door SUV
Trim Lines: 350, 450h, 450h F Sport, F Sport
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (295 hp); 3.5-liter V6 hybrid (308 hp)
Transmissions: 8-speed automatic; CVT

Reliability History

TROUBLE SPOTS	Lexus RX 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 193
Width (in.) 75
Height (in.) 68
Wheelbase (in.) 110
Weight (lb.) 4,435
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 920
Cargo Volume, cu.ft. 30
Towing Capacity (lb.) 3,500
Fuel
Regular or premium
CR overall mpg 22-29

Lincoln Continental

BASED ON THE accomplished Lincoln MKZ, itself derived from the Ford Fusion, the Continental nameplate returns as an all-new, big bold, and thoroughly high tech flagship sedan for Ford's premium Lincoln brand. The base engine is a 3.7-liter V6. Next up is a 2.7-liter twin-turbo V6, which we tested in our Lincoln MKX. The top-level Continental gets a Lincoln-exclusive 400-hp, 3.0-liter twin-turbo V6. Front-wheel drive is standard with all-wheel drive optional. Leather abounds throughout and the headliner is covered with soft suede. One of the options are 30-way adjustable seats that feature heating, cooling, and massage, as well as individually adjustable thigh support for each leg. The base car starts about $45,000 but higher trims typically surpass $60,000.

Overall Score	NA
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $44,560-$68,180
Body Styles: sedan
Trim Lines: Black Label, Premiere, Reserve, Select
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 3.7-liter V6 (305 hp); 2.7-liter V6 turbo (335 hp); 3.0-liter V6 turbo (400 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Lincoln Continental 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 201
Width (in.) 78
Height (in.) 59
Wheelbase (in.) 118
Weight (lb.) . . . . . NA
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. 17
Towing Capacity (lb.) . . . . . NA
Fuel
Regular or premium
EPA combined mpg 20

* Indicates insufficient data Years in red indicate redesigned or introduced

Lincoln MKC

THE MKC INCLUDES luxury and high-tech features, but this Ford Escape-based model falls short of the class leaders. Power is strong, particularly from the 2.3-liter turbo four-cylinder, but it returned just 19 mpg overall in our tests. That, combined with the small gas tank, results in a short cruising range. The six-speed automatic's push-button shifter is inconveniently located far up on the dash. None of the adaptive suspension modes make for a truly comfortable ride. Handling is secure, but trails its German rivals. A quiet cabin, plush trim, easy access, and decent rear-seat room enhance livability, but rear visibility is limited. For the 2016 model year, Sync 3 replaces the convoluted MyLincoln Touch infotainment system. Reliability has been well below average.

Overall Score	55
Predicted Reliability	⏬
Owner Satisfaction	ⓘ
Road Test Score	72
Crash Prevention	Opt.

Base Price: $32,880-$48,040
Body Styles: 4-door SUV
Trim Lines: Black Label, Premiere, Reserve, Select
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 2.3-liter 4 turbo (285 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Lincoln MKC 14	15	16
Engine Major		⏫	⏫
Engine Minor		⏫	⏫
Engine Cooling		⏫	⏫
Transmission Major		⏫	⏫
Transmission Minor		🔼	🔼
Drive System		ⓘ	⏫
Fuel System		⏫	ⓘ
Electrical		⏫	⏫
Climate System		🔼	🔽
Suspension		⏫	⏫
Brakes		⏫	⏫
Exhaust		⏫	⏫
Paint/Trim		⏫	⏫
Noises/Leaks		🔼	🔽
Body Hardware		🔼	⏫
Power Equipment		🔽	ⓘ
In-Car Electronics		🔽	⏬
USED CAR VERDICTS		⏬	⏬
NEW CAR PREDICTION	Much worse than average ⏬		

Facts & Figures

Exterior Dimensions
Length (in.) 179
Width (in.) 73
Height (in.) 65
Wheelbase (in.) 106
Weight (lb.) 4,070
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 30.5
Towing Capacity (lb.) 2,000
Fuel
Regular
CR overall mpg 19

Lincoln MKT

THIS THREE-ROW SUV is based on the Ford Flex, with a similarly roomy interior and a more stylized shape. Base models are equipped with a lack-luster 3.7-liter V6. We tested the uplevel 3.5-liter turbo V6 version, which was quick and returned 18 mpg overall. The ride is comfortable but stiffer than that of the Flex, and the MKT is cumbersome at its cornering limits. The interior is very roomy, plush, and quiet. But visibility and the driving position are compromised, and the third-row seats are best suited for kids. A wide turning circle and overall length hamper maneuverability. For the 2016 model year, Sync 3 replaces the much-maligned MyLincoln Touch infotainment system.

Overall Score	NA
Predicted Reliability	ⓘ*
Owner Satisfaction	ⓘ*
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $43,370-$45,365
Body Styles: 4-door SUV
Trim Lines: 3.5 EcoBoost, 3.7
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 turbo (365 hp); 3.7-liter V6 (303 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Lincoln MKT 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average ⓘ		

Facts & Figures

Exterior Dimensions
Length (in.) 208
Width (in.) 76
Height (in.) 67
Wheelbase (in.) 118
Weight (lb.) 4,980
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 1,160
Cargo Volume, cu.ft. 36
Towing Capacity (lb.) 4,500
Fuel
Regular or premium
EPA combined mpg 17

WORSE BETTER

Lincoln MKX

BASED ON THE capable Ford Edge, the Lincoln MKX is one of the best-scoring luxury SUVs in our testing. This is a quiet, refined, and high-tech vehicle. The standard 303-hp, 3.7-liter V6 feels a bit unremarkable, while the optional 335-hp, 2.7-liter turbo V6 is smooth and delivers effortless thrust. The only knock against the MKX is its rather unimpressive fuel economy of 18 mpg overall. Handling is athletic, making the MKX fun to drive and the ride is steady and composed. Tall drivers will likely find the push-button shifter a long reach away. The very quiet cabin feels first class, with abundant wood, brushed metal, and leather surfaces. Convenience and safety features include a 360-degree camera, parking and lane-keeping assist, cross-traffic alert, and automatic braking.

Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	87
Crash Prevention	Opt.

Base Price: $38,100-$57,970
Body Styles: 4-door SUV
Trim Lines: 2.7L, 3.7L
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.7-liter V6 turbo (335 hp); 3.7-liter V6 (303 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Lincoln MKX 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 76
Height (in.) 66
Wheelbase (in.) 112
Weight (lb.) 4,560
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 1,030
Cargo Volume, cu.ft. 32.5
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 18

Lincoln MKZ

BASED ON THE engaging Ford Fusion, the upscale Lincoln MKZ is updated for the 2017 model year with new engines, a plusher ride, simplified controls, and a more conveniently located trunk release. Base models get a 2.0-liter turbo four-cylinder that provides ample power. In our tests the hybrid got 34 mpg overall. For more punch, a Lincoln-exclusive 3.0-liter twin-turbo V6 puts out 400 hp with all-wheel drive, and 350 hp on front-drive versions. The MKZ is delivers a comfortable ride. Inside is a quiet, luxurious cabin with comfortable seats, but it's a long reach to the push-button gear selector and the rear seat is snug. Forward-collision warning with automatic braking and pedestrian detection bolsters safety credentials

Overall Score	82
Predicted Reliability	
Owner Satisfaction	
Road Test Score	88
Crash Prevention	Opt.

Base Price: $35,170-$53,720
Body Styles: sedan
Trim Lines: Black Label, Premier, Reserve, Select
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 hybrid (188 hp); 2.0-liter 4 turbo (245 hp); 3.0-liter V6 turbo (350, 400 hp)
Transmissions: 6-speed automatic; CVT

Reliability History

TROUBLE SPOTS	Lincoln MKZ 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 194
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 112
Weight (lb.) 3,755
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 875
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) 1,000
Fuel
Regular or premium
CR overall mpg 23-34

* Indicates insufficient data Years in red indicate redesigned or introduced

Lincoln Navigator

THIS MORE LUXURIOUS version of the Ford Expedition is neither as quiet nor as plush as its GM competitors, but it offers a much more comfortable third-row seat and is more reliable than the Ford. The 3.5-liter turbo V6 delivers smoother, more effortless power delivery than the old V8 that it replaced, and it returned 15 mpg in our testing. Handling is ungainly but secure. The Navigator rides comfortably, but wind noise is excessive. The interior looks dated and fails to hide the Navigator's pickup-truck roots. Both regular- and long-wheelbase versions are available. The motorized running boards help access to the tall cabin. Sync 3 has replaced the much-maligned MyLincoln Touch infotainment system.

Overall Score	69
Predicted Reliability	(i)*
Owner Satisfaction	^
Road Test Score	72
Crash Prevention	NA

Base Price: $63,195-$76,650
Body Styles: 4-door SUV; extended SUV
Trim Lines: Base, L
Drive Wheels: Rear or 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 turbo (380 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Lincoln Navigator 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average (i)		

Facts & Figures

Exterior Dimensions
Length (in.) 207
Width (in.) 80
Height (in.) 78
Wheelbase (in.) 119
Weight (lb.) 6,140
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) 1,380
Cargo Volume, cu.ft. 61.5
Towing Capacity (lb.) 8,700
Fuel
Regular
CR overall mpg 15

Maserati Ghibli

THE GHIBLI IS based on a Chrysler 300 platform. Its base engine is a Ferrari-developed 345-hp turbo V6 mated to an eight-speed automatic. The SQ-4 all-wheel-drive version we tested has a 404-hp turbo V6. Handling is sporty and agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing, and the rear is cramped. Climbing into or out of this low-slung sports sedan can be a challenge. The interior is festooned with high-quality leather and suede, and most controls are easy to use, including Chrysler's Uconnect touch screen. But it's hard not to notice several cheap-looking switches, sourced from the Chrysler parts bins, and the gear selector is unintuitive to use.

Overall Score	51
Predicted Reliability	v*
Owner Satisfaction	v*
Road Test Score	71
Crash Prevention	Opt.

Base Price: $70,600-$78,550
Body Styles: sedan
Trim Lines: Base, S Q4
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (404 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	Maserati Ghibli 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average (v)		

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 77
Height (in.) 58
Wheelbase (in.) 118
Weight (lb.) 4,625
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 925
Cargo Volume, cu.ft. 18
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 19

Maserati Levante

THE FIVE-PASSENGER LEVANTE is Maserati's first-ever SUV, built on the same platform as the Ghibli and Quattroporte sedans. Pricing starts at $72,000 for the 345-hp, V6 base model and reaches $83,000 for the 424-hp S version. The Levante delivers a thrilling sound from the Ferrari developed engine, with nimble, athletic handling and, courtesy of the standard air suspension, a steady ride. Interior features include a standard version of Chrysler's Uconnect system with an 8.4-inch touch screen and a stunning cabin that's wrapped in leather, suede, and wood, with comfortable seats and nice detailed stitching. However, the shifter is unintuitive to use. Safety gear includes adaptive cruise control, forward-collision warning with brake assist, lane-departure warning without lane correction, and a surround-view camera.

Overall Score	NA
Predicted Reliability	⌄⌄*
Owner Satisfaction	⌃*
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $72,000-$83,000
Body Styles: 4-door SUV
Trim Lines: Base, S
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbo (345 hp); 3.0-liter V6 turbo (424 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	Maserati Levante 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average ⌄⌄		

Facts & Figures

Exterior Dimensions
Length (in.) 197
Width (in.) 78
Height (in.) 66
Wheelbase (in.) 118
Weight (lb.) 4,905
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 6,000
Fuel
Premium
EPA combined mpg 16

Mazda 3

WHETHER AS A sedan or hatchback, the Mazda3 is fun to drive, thanks to its perky handling. At 33 mpg, the Mazda3 is one of the most fuel-efficient vehicles in the compact class. It also offers a host of luxury features rarely matched by any other compact car, including a multimedia system with a large center screen and active safety features like a blind-spot monitoring system. On the downside, the car tends to be loud on the highway, and ride comfort isn't stellar. The infotainment system controls can be daunting at first and take a while to master, and the Toyota Corolla and Volkswagen Jetta have roomier rear seats. Reliability has been above average.

Overall Score	72
Predicted Reliability	⌃
Owner Satisfaction	⌃
Road Test Score	72-73
Crash Prevention	Opt.

Base Price: $17,845-$26,495
Body Styles: 4-door hatchback; sedan
Trim Lines: i Grand Touring, i Sport, i Touring, s Grand Touring, s Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (155 hp); 2.5-liter 4 (184 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Mazda 3 14	15	16
Engine Major	⌃⌃	⌃⌃	⌃⌃
Engine Minor	⌃⌃	⌃⌃	⌃⌃
Engine Cooling	⌃⌃	⌃⌃	⌃⌃
Transmission Major	⌃⌃	⌃⌃	⌃⌃
Transmission Minor	⌃⌃	⌃⌃	⌃⌃
Drive System	⌃⌃	⌃⌃	⌃⌃
Fuel System	⌃⌃	⌃⌃	⌃⌃
Electrical	⌃⌃	⌃⌃	⌃⌃
Climate System	⌃⌃	⌃⌃	⌃⌃
Suspension	⌃⌃	⌃⌃	⌃⌃
Brakes	⌃	⌃⌃	⌃⌃
Exhaust	⌃⌃	⌃⌃	⌃⌃
Paint/Trim	⌃	⌃⌃	!
Noises/Leaks	⌃⌃	⌃⌃	⌃⌃
Body Hardware	⌃⌃	⌃⌃	⌃⌃
Power Equipment	⌃⌃	⌃	⌃
In-Car Electronics	⌄⌄	!	!
USED CAR VERDICTS	⌃⌃	⌃	⌄⌄
NEW CAR PREDICTION	Better than average ⌃		

Facts & Figures

Exterior Dimensions
Length (in.) 180
Width (in.) 71
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 2,875
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 12
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 32-33

* Indicates insufficient data Years in red indicate redesigned or introduced

Mazda 6

SPORTY YET SPARING with fuel, the Mazda6's 2.5-liter four-cylinder delivered 32 mpg overall in our tests, the best fuel economy among conventional midsized sedans. The six-speed automatic is very smooth and delivers quick shifts. We found the 6 to be capable in the corners. The ride is taut and steady but on the firm side, and the cabin is rather loud for the class, with considerable wind noise on the highway. The car received a recent mild freshening that includes a new dash, and a center display screen that is operated via a central knob on the console, which takes some getting used to. A head-up display is optional.

Overall Score	77
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79
Crash Prevention	Opt.

Base Price: $21,945-$30,695
Body Styles: sedan
Trim Lines: Grand Touring, Sport, Touring
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (184 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Mazda 6 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 72
Height (in.) 57
Wheelbase (in.) 111
Weight (lb.) 3,185
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 32

Mazda CX-3

MAZDA'S ENTRY IN the mini-utility segment brings agile handling, a solid and substantial feel, and good fuel economy. The ride is firm but does a good job absorbing impacts, although noise levels can be high. The CX-3 is available with front- or all-wheel drive, and the sole powertrain is a 146-hp, 2.0-liter four-cylinder and a six-speed automatic. It's a smooth, willing mill but isn't overly powerful. The infotainment system includes a seven-inch center display screen and a rotary knob to control phone and audio functions, but it takes time to get familiar with its operation. The rear seat is very tight, and cargo space is modest. This is the first non-luxury mini-SUV to offer blind-spot monitoring and adaptive cruise control.

Overall Score	64
Predicted Reliability	
Owner Satisfaction	
Road Test Score	64
Crash Prevention	Opt.

Base Price: $19,960-$26,240
Body Styles: 4-door SUV
Trim Lines: Grand Touring, Sport, Touring
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (146 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Mazda CX-3 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 168
Width (in.) 70
Height (in.) 61
Wheelbase (in.) 101
Weight (lb.) 2,945
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 18
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 28

Mazda CX-5

SPRY AND FUEL-EFFICIENT, Mazda's small SUV is rewarding to drive and is reliable. Nimble handling and a taut ride, combined with plentiful power from the 2.5-liter, 184-hp four-cylinder, makes it fun to drive. The one downside is that the cabin is louder than most in the segment. A complex rotary dial-controlled infotainment system takes some time to master. A less powerful 2.0-liter four comes only with FWD and a manual transmission. Cabin and cargo space are plentiful, seats are comfortable, and visibility is good - aided by standard blind-spot monitoring on higher trims. The Grand Touring trim offers forward-collision warning with autobraking. This is a viable choice against a Volkswagen Tiguan or Ford Escape.

Overall Score	74
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Opt.

Base Price: $21,795-$29,870
Body Styles: 4-door SUV
Trim Lines: Grand Touring, Sport, Touring
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (155 hp); 2.5-liter 4 (184 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Mazda CX-5 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 179
Width (in.) 72
Height (in.) 66
Wheelbase (in.) 106
Weight (lb.) 3,435
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 33
Towing Capacity (lb.) 2,000
Fuel
Regular
CR overall mpg 25

Mazda CX-9

MAZDA'S CX-9 IS a stylish three-row SUV that is quite engaging to drive. Power comes from a responsive, free-revving 227-hp, 2.5-liter turbo four-cylinder mated to a smooth six-speed automatic. This engine is rated at 250 hp if you use premium fuel, but there's no reason to do so. We got 22 mpg overall. Mazda's big SUV has nimble handling that makes it feel like a smaller vehicle. The ride is comfortable and the cabin is quiet as well. The interior is well finished, particularly on high-end trims, and features comfortable seats, but the cockpit is snug and power-seat adjustments are limited. Mazda's dial-controlled infotainment system takes time to master. Available safety features include blind-spot monitoring, lane-keep assist, lane-departure warning, and forward-collision warning with active braking.

Overall Score	74
Predicted Reliability	*1
Owner Satisfaction	*2
Road Test Score	80
Crash Prevention	Opt.

Base Price: $31,520-$44,015
Body Styles: 4-door SUV
Trim Lines: Grand Touring, Signature, Sport, Touring
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.5-liter 4 turbo (227 hp, 250 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Mazda CX-9 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 199
Width (in.) 77
Height (in.) 68
Wheelbase (in.) 115
Weight (lb.) 4,280
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,190
Cargo Volume, cu.ft. 34
Towing Capacity (lb.) 3,500
Fuel
Regular or premium
CR overall mpg 22

* Indicates insufficient data Years in red indicate redesigned or introduced

Mazda MX-5 Miata

MAZDA MODERNIZED THE classic roadster concept with the original Miata. Lighter and shorter than the diminutive original, the fourth-generation remains true to the formula. Although 155 hp from the 2.0-liter four doesn't sound impressive, the Miata quickly scoots along while returning a miserly 34 mpg overall. Shifting the delightfully-accurate six-speed manual shifter is a joy; we'd skip the optional automatic, though it works fine. Quick and precise steering delivers sublime backroad handling, but high levels of noise, thin and unsupportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping open the convertible top is a breeze.

Overall Score	79
Predicted Reliability	▲
Owner Satisfaction	▲▲
Road Test Score	80
Crash Prevention	NA

Base Price: $24,915-$35,000E
Body Styles: convertible
Trim Lines: Club, Grand Touring, RF, Sport
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 (155 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Mazda MX-5 Miata 14	15	16
Engine Major	*	*	▲▲
Engine Minor	*	*	▲▲
Engine Cooling	*	*	▲▲
Transmission Major	*	*	▲▲
Transmission Minor	*	*	▲▲
Drive System	*	*	▲▲
Fuel System	*	*	▲▲
Electrical	*	*	▲▲
Climate System	*	*	▲▲
Suspension	*	*	▲▲
Brakes	*	*	▲
Exhaust	*	*	▲▲
Paint/Trim	*	*	▲▲
Noises/Leaks	*	*	▲▲
Body Hardware	*	*	▲▲
Power Equipment	*	*	▲▲
In-Car Electronics	*	*	▲
USED CAR VERDICTS			▲
NEW CAR PREDICTION	Better than average ▲		

Facts & Figures

Exterior Dimensions
Length (in.) 154
Width (in.) 68
Height (in.) 49
Wheelbase (in.) 91
Weight (lb.) 2,335
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 340
Cargo Volume, cu.ft. 5
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 34

Mercedes-Benz B-Class Electric Drive

THE B-CLASS IS the first all-electric car that Mercedes-Benz has offered in the U.S. It has about 85 miles of range, and its 36-kWh lithium-ion battery can be replenished in 4 hours. The B-Class seats five, and the battery pack doesn't intrude on passenger or cargo space. However, the car feels rather outdated, thanks in part to its stiff ride and clumsy handling, and is neither particularly quick nor very quiet. A suite of advanced safety and convenience features is available, including a system that lets the driver check on the charging status via a smartphone.

Overall Score	NA
Predicted Reliability	! *
Owner Satisfaction	! *
Road Test Score	NA
Crash Prevention	Std./▲

Base Price: $41,450
Body Styles: 4-door hatchback
Trim Lines: —
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (177 hp)
Transmissions: 1-speed direct

Reliability History

TROUBLE SPOTS	Mercedes-Benz B-Class Electric Drive 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 172
Width (in.) 71
Height (in.) 63
Wheelbase (in.) 106
Weight (lb.) 3,955
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) 785
Cargo Volume, cu.ft. 22
Towing Capacity (lb.) . . . . . NR
Fuel
Electric
EPA combined mpg 84

Mercedes-Benz C-Class

THIS COMPETITIVE SPORTS sedan is enjoyable to drive and has a beautifully finished interior. The base C300 uses a 2.0-liter turbo four-cylinder, which returned a respectable 26 mpg overall in our AWD version. The C has quick reflexes, with prompt steering response and a comfortable ride. Inside, you'll find an upscale and snazzy cabin with a high-quality feel, but the complex infotainment system takes time to master. Semi-autonomous highway steering is optional, and autonomous braking is standard. The rip-roaring C63 AMG gets a 469-hp, twin-turbo V8 in standard form or 503-hp in the S version. New additions include a C350e plug-in hybrid, C300d diesel, and C450 AMG Sport. Reliability has been below average. A new coupe version is available on the 2017 model.

Base Price: $38,950-$72,700
Body Styles: convertible; coupe; sedan
Trim Lines: C300, C350e, C43 AMG, C63, C63 S
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 2.0-liter 4 hybrid (275 hp); 3.0-liter V6 turbo (362 hp); 4.0-liter V8 turbo (469, 503 hp)
Trans.: 7-spd auto.; 9-spd. auto.

Overall Score	71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	85
Crash Prevention	Std./

Reliability History

TROUBLE SPOTS	Mercedes-Benz C-Class 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 185
Width (in.) 71
Height (in.) 57
Wheelbase (in.) 112
Weight (lb.) 3,670
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 795
Cargo Volume, cu.ft. 17
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 26

Mercedes-Benz CLA

MOST MAINSTREAM SEDANS deliver a better driving experience than the CLA, let alone a typical Mercedes. The engine and transmission lack refinement. At times the powertrain feels unresponsive, and while the car is agile, the ride is punishingly stiff. Cabin access is difficult, and the well-appointed interior is noisy and cramped. The heavily promoted base price is something of a tease; buyers need to spend a lot on options to get the luxury features expected on a premium model. Prices can rise to the $50,000 range for an available 375-hp AMG CLA45 version that sounds more exciting on paper than it feels from behind the wheel.

Base Price: $31,500-$48,500
Body Styles: sedan
Trim Lines: 250, 45 AMG
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp); 2.0-liter 4 turbo (375 hp)
Transmissions: 7-speed automatic; 7-speed sequential

Overall Score	56
Predicted Reliability	*
Owner Satisfaction	
Road Test Score	64
Crash Prevention	Std./

Reliability History

TROUBLE SPOTS	Mercedes-Benz CLA 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 70
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 3,335
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 28

* Indicates insufficient data Years in red indicate redesigned or introduced

Mercedes-Benz CLS

THE EXTENSIVELY FRESHENED CLS gets a new 329-hp, twin-turbo 3.0-liter V6 hooked up to a seven-speed automatic for the base powertrain. The 550 gets a 402-hp, 4.7-liter twin-turbo V8 mated to a new nine-speed automatic. An AMG version with a 577-hp, 5.5-liter V8 delivers ferocious acceleration. Handling is capable and surprisingly agile for such a large car. The ride is firm but supple and steady. The coupe-like styling results in a low roof and small windows, reducing interior space. That limits cabin access, hurts visibility, and compromises rear-seat room. Noise levels are hushed. Fit and finish is excellent, but the controls are complicated. All-wheel drive is available.

Overall Score	NA
Predicted Reliability	! *
Owner Satisfaction	! *
Road Test Score	^
Crash Prevention	Std./^^

Base Price: $66,900-$107,800
Body Styles: sedan
Trim Lines: CLS400, CLS550, CLS63 AMG S
Drive Wheels: Rear or AWD
Seating: 2 front, 2 rear
Engines: 3.0-liter V6 turbo (329 hp); 4.7-liter V8 turbo (402 hp); 5.5-liter V8 turbo (577 hp)
Transmissions: 7-speed automatic; 9-speed automatic

Reliability History

TROUBLE SPOTS	Mercedes-Benz CLS 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 195
Width (in.) 74
Height (in.) 56
Wheelbase (in.) 113
Weight (lb.) 4,160
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 915
Cargo Volume, cu.ft. 11
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 20

Mercedes-Benz E-Class

THE REDESIGNED MERCEDES-BENZ E-Class delivers nimbler handling and better fuel economy than the previous generation, and features cutting-edge safety gear. On the other hand, it dials back on ride comfort, interior room, and user friendliness. The E300 version is powered by a 241-hp, 2.0-liter turbo four-cylinder and linked to a nine-speed automatic. This combination works well, but it won't set your heart on fire. The car is quiet and handles with newfound agility. While the ride is comfortable, it lost some plushness. Inside, the dash features high-resolution displays, but the controls have grown more complicated. Even adjusting the seat's lumbar support is a multi step process done through the central controller and screen. New technology gives the E-Class the ability to follow the road and steer itself temporarily as a driver assist feature.

Overall Score	78
Predicted Reliability	! *
Owner Satisfaction	^ *
Road Test Score	85
Crash Prevention	Std./^^

Base Price: $52,150-$65,000E
Body Styles: sedan; wagon
Trim Lines: AMG E43, E300, E400
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (329 hp); 3.0-liter V6 turbo (396 hp)
Transmissions: 9-speed automatic

Reliability History

TROUBLE SPOTS	Mercedes-Benz E-Class 14	15	16
Engine Major	^^	^^	^^
Engine Minor	^^	^^	^^
Engine Cooling	^^	^^	^^
Transmission Major	^^	^^	^^
Transmission Minor	^^	^^	^^
Drive System	^^	^	^^
Fuel System	^^	^^	^^
Electrical	^^	^^	^^
Climate System	^^	^	^^
Suspension	^^	^	^^
Brakes	^^	^^	^^
Exhaust	^^	^^	^^
Paint/Trim	^^	^^	^
Noises/Leaks	^	^^	^^
Body Hardware	^^	^^	^^
Power Equipment	!	vv	^^
In-Car Electronics	!	v	^
USED CAR VERDICTS	^	!	!
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 194
Width (in.) 73
Height (in.) 57
Wheelbase (in.) 116
Weight (lb.) 4,030
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 1,070
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 24

Alert: This vehicle can be outfitted with a semi-autonomous driving package. Consumer Reports believes automakers should take stronger steps to ensure that vehicles with those systems are designed, deployed, and marketed safely. Please heed all warnings, and keep your hands on the wheel.

Mercedes-Benz GLA

ESSENTIALLY A RAISED wagon version of the CLA sedan, the GLA performed better in our tests than its sibling. It got 26 mpg overall from the 2.0-liter turbo four-cylinder. But the seven-speed dual-clutch automatic is unrefined and, combined with the engine's turbo lag, makes the GLA feel lethargic despite its quick acceleration times. Handling is dialed in, but the ride is stiff and the cabin is loud. Visibility, particularly to the rear, is poor. Safety features include a radar-based collision-prevention system. Autonomous emergency braking, blind-spot monitoring, and lane assist are optional. A front-drive version and a high-performance 375-hp GLA45 are available. 2016 models get an upgraded infotainment system.

Overall Score	70
Predicted Reliability	!
Owner Satisfaction	!
Road Test Score	70
Crash Prevention	Std./

Base Price: $32,850-$49,950
Body Styles: 4-door SUV
Trim Lines: 250, 45 AMG
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (208 hp); 2.0-liter 4 turbo (355 hp)
Transmissions: 7-speed sequential

Reliability History			
TROUBLE SPOTS	Mercedes-Benz GLA		
	14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS		!	
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 174
Width (in.) 71
Height (in.) 60
Wheelbase (in.) 106
Weight (lb.) 3,535
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 795
Cargo Volume, cu.ft. 23
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 26

Mercedes-Benz GLC

BASED ON THE current C-Class, the rounded GLC replaces the GLK. Larger dimensions improve rear-seat room, although it's still a bit snug. Plush furnishings inside the quiet cabin prove appealing, although it also has Mercedes' complex infotainment system. The 241-hp, 2.0-liter turbo four-cylinder delivers ample power, and is matched to a nine-speed automatic. Unlike other nine-speeds we've tried, this one typically works well. The GLC rides comfortably and handles with athleticism. Automatic emergency braking is standard, but other safety gear like blind-spot monitoring and cross-traffic alert comes in confusing options packages. Towing capability is high for the class, and air suspension is optional. A turbo V6 AMG GL43 goes on sale this fall. A coupe-like SUV, the GLC Coupe, is also in the works.

Overall Score	84
Predicted Reliability	
Owner Satisfaction	*
Road Test Score	81
Crash Prevention	Std./

Base Price: $38,950-$48,000E
Body Styles: 4-door SUV
Trim Lines: AMG GLC43, GLC300
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (362 hp)
Transmissions: 7-speed automatic; 9-speed automatic

Reliability History			
TROUBLE SPOTS	Mercedes-Benz GLC		
	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 74
Height (in.) 65
Wheelbase (in.) 113
Weight (lb.) 4,010
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 950
Cargo Volume, cu.ft. 28
Towing Capacity (lb.) 4,850
Fuel
Premium
CR overall mpg 22

* Indicates insufficient data Years in red indicate redesigned or introduced

Mercedes-Benz GLE

RENAMED FROM THE M-Class, the GLE is a capable and luxurious mid-sized SUV. The GLE350 comes with a 3.5-liter, 302-hp V6 that delivers smooth and powerful acceleration with 18 mpg overall and generous towing limits. A four-cylinder turbodiesel is also available. Supple and composed, the GLE rides well and is quiet inside. Steering response is quick but comes up short on feedback and precision. Emergency handling reaches its limits at modest speeds, reducing confidence. First-rate interior finish and well-padded seats are interior highlights, but the infotainment system is complex. Automatic emergency braking is standard. A new plug-in hybrid version is said to deliver 18 miles of all-electric driving.

Overall Score	7
Predicted Reliability	
Owner Satisfaction	*
Road Test Score	75
Crash Prevention	Std./

Base Price: $51,100-$107,100
Body Styles: 4-door SUV
Trim Lines: 300d, 350, 400, 500e, 63 AMG, 63 S AMG
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 22.1-liter 4 turbodiesel (201 hp); 3.5-liter V6 (302 hp); 3.0-liter V6 turbo (329 hp); 3.0-liter V6 hybrid (436 hp); 5.5-liter V8 turbo (550, 577 hp)
Trans: 7-spd auto.; 9-spd auto.

Facts & Figures

Exterior Dimensions

Length (in.)	189
Width (in.)	76
Height (in.)	71
Wheelbase (in.)	115
Weight (lb.)	4,915
% weight front/rear	52/48

Cargo Measurement

Max. Load (lb.)	1,080
Cargo Volume, cu.ft.	37.5
Towing Capacity (lb.)	7,200

Fuel

Premium or diesel

CR overall mpg	18

Reliability History

TROUBLE SPOTS	Mercedes-Benz GLE 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Mercedes-Benz GLS

MERCEDES' SEVEN-PASSENGER SUV is freshened for the 2017 model year, with revised interior and exterior styling, a nine-speed automatic, an upgraded air suspension, and the addition of the current--and more complex--Mercedes-Benz infotainment system. Our last tested GL was plush and quiet, with supportive seats and a third-row seat that was roomy enough for adults. It had a steady and comfortable ride, but the GL proved very clumsy when pushed to its handling limits. Engines include a 255-hp V6 diesel; a 362-hp, 3.0-liter twin-turbo V6; and a 4.7-liter V8 that puts out 449 hp. The flagship AMG GLS63 churns out 577 hp. Available safety equipment includes adaptive cruise control, pedestrian detection, cross-traffic alert, blind-spot warning, and lane-keeping assist.

Overall Score	61
Predicted Reliability	
Owner Satisfaction	*
Road Test Score	82
Crash Prevention	Std./

Base Price: $67,050-$124,100
Body Styles: 4-door SUV
Trim Lines: 350d, 450, 550, AMG S63
Drive Wheels: AWD
Seating: 2 front, 3 rear, 2 third
Engines: 3.0-liter V6 turbodiesel (255 hp); 3.0-liter V6 turbo (362 hp); 4.7-liter V8 turbo (449 hp); 5.5-liter V8 turbo (577 hp)
Trans.: 7-spd auto.; 9-spd auto.

Facts & Figures

Exterior Dimensions

Length (in.)	202
Width (in.)	76
Height (in.)	73
Wheelbase (in.)	121
Weight (lb.)	5,660
% weight front/rear	50/50

Cargo Measurement

Max. Load (lb.)	1,180
Cargo Volume, cu.ft.	47
Towing Capacity (lb.)	7,500

Fuel

Premium or diesel

CR overall mpg	20

Reliability History

TROUBLE SPOTS	Mercedes-Benz GLS 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Alert: This vehicle can be outfitted with a semi-autonomous driving package. Consumer Reports believes automakers should take stronger steps to ensure that vehicles with those systems are designed, deployed, and marketed safely. Please heed all warnings, and keep your hands on the wheel.

WORSE BETTER

Mercedes-Benz Metris

FUNDAMENTALLY A COMMERCIAL van, the Metris can be configured as a near-windowless delivery van or a passenger-hauling shuttle. Approximately the same length as a minivan, the Mercedes is taller and wider, with generous head room and available seats for eight. The sole powertrain is a responsive 208-hp, 2.0-liter turbo four that drives the rear wheels. Handling is relatively nimble, and the tight turning circle is terrific. However, the ride is on the stiff side. The high payload rating is impressive and the low load floor helps with cargo access. Despite its Mercedes badge, the Metris is rather Spartan and far from plush. The long options list includes power sliding side doors, auto climate control, and a rear camera, but lacks minivan mainstays like a rear entertainment system or easy-folding seats.

Overall Score	NA
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $28,950-$32,500
Body Styles: minivan
Trim Lines: —
Drive Wheels: Rear
Seating: 2 front, 3 rear, 3 third
Engines: 2.0-liter 4 turbo (208 hp)
Transmissions: 7-speed automatic

Reliability History

TROUBLE SPOTS	Mercedes-Benz Metris 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 202
Width (in.) 76
Height (in.) 74
Wheelbase (in.) 126
Weight (lb.) 4,250
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) 1,875
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 5,000
Fuel
Premium
EPA combined mpg 21

Mercedes-Benz S-Class

THE S-CLASS IS brimming with features and qualities that make it stand out among luxury cars. A powerful 4.7-liter turbo V8 provides effortless acceleration and delivered 18-mpg overall in our tests. The S550 brings a whole host of advanced technology, including the ability to follow the road and stop by itself in an emergency. The ride is very plush and steady, the best we've ever tested, and the cabin is ultrahushed. Along with the seats and steering wheel, the door and center armrests are heated as well. Even though it's large and posh, handling agility is commendable. Many controls are overly complicated, however. A coupe version is available, and a plug-in hybrid is new for 2016. Reliability has been well-below-average.

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	96
Crash Prevention	Std./

Base Price: $96,600-$247,900
Body Styles: convertible; coupe; sedan
Trim Lines: S500e, S550, S600, S63 AMG, S65 AMG
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 hybrid (436 hp); 4.7-liter V8 turbo (449 hp); 5.5-liter V8 turbo (577 hp); 6.0-liter V12 turbo (523, 621 hp)
Trans.: 7-spd auto.; 9-spd auto.

Reliability History

TROUBLE SPOTS	Mercedes-Benz S-Class 14	15	16
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 207
Width (in.) 75
Height (in.) 59
Wheelbase (in.) 125
Weight (lb.) 4,935
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 915
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 18

* Indicates insufficient data Years in red indicate redesigned or introduced

Mercedes-Benz SL

THE DROP-TOP SL has several changes for 2017, including styling updates and more horsepower. The entry-level SL450's twin-turbo 3.0-liter V6 engine gets a boost to 362 hp and is mated to a new nine-speed automatic. The next step up the SL ladder, the SL550, is powered by twin-turbo 4.7-liter V8, now making 449 hp. The monster AMG models—SL63 and SL65—make due with a 577-hp twin-turbo 5.5-liter V8 and 621-hp twin-turbo 6.0-liter V12 engines, respectfully. The SL is a luxury roadster with a foldable hardtop that's comfortable and quiet. One neat feature is a roof panel that offers varying degrees of opacity. Safety features include autonomous braking, lane-keeping assist, blind-spot detection, and adaptive cruise control.

Overall Score	NA
Predicted Reliability	! *
Owner Satisfaction	^
Road Test Score	NA
Crash Prevention	Std./^

Base Price: $86,950-$219,850
Body Styles: convertible
Trim Lines: SL450, SL550, SL63 AMG, SL65 AMG
Drive Wheels: Rear
Seating: 2 front
Engines: 3.0-liter V6 turbo (362 hp); 4.7-liter V8 turbo (449 hp); 5.5-liter V8 turbo (557 hp); 6.0-liter V12 turbo (621 hp)
Trans.: 7-spd auto.; 9-spd auto.

Reliability History			
TROUBLE SPOTS	Mercedes-Benz SL 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 74
Height (in.) 51
Wheelbase (in.) 102
Weight (lb.) 3,935
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 20

Mercedes-Benz SLC

FOR 2017 THE updated SLK also gets a new name: SLC. It features a retractable hardtop that does a great job at keeping the interior quiet. The SLK250 we tested had a 1.8-liter, turbo four-cylinder that delivered ample thrust, while the new SLC300 uses a more powerful 2.0-liter engine coupled to a nine-speed automatic. There is a more powerful V6 SLC43 version. The SLK has crisp, enjoyable handling, with rock-solid body control and communicative steering. It can be both challenging and rewarding when driven on a track. The ride is firm but refined enough even for lengthy trips. The tight cabin is well-finished, with excellent seats that feature warm-air vents in the head restraints to keep your neck warm during chilly top-down drives.

Overall Score	NA
Predicted Reliability	! *
Owner Satisfaction	^ *
Road Test Score	NA
Crash Prevention	Std./^

Base Price: $47,950-$61,225
Body Styles: convertible
Trim Lines: SLC300, SLC43
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (241 hp); 3.0-liter V6 turbo (362 hp)
Transmissions: 9-speed automatic

Reliability History			
TROUBLE SPOTS	Mercedes-Benz SLC 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 163
Width (in.) 72
Height (in.) 51
Wheelbase (in.) 96
Weight (lb.) 3,295
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 560
Cargo Volume, cu.ft. 10
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 27

Alert: This vehicle can be outfitted with a semi-autonomous driving package. Consumer Reports believes automakers should take stronger steps to ensure that vehicles with those systems are designed, deployed, and marketed safely. Please heed all warnings, and keep your hands on the wheel.

Mini Cooper

MINI VEHICLES ARE equal parts quirky and fun to drive, whether you have the classic two door or the more practical four-door version. Base Coopers use a turbocharged three-cylinder that sounds a bit gravelly and returned 31 mpg overall with the six-speed automatic. The more-powerful and nicer-sounding Cooper S uses a four-cylinder turbo and got 30 mpg with the six-speed manual. Handling is nimble and sporty but not as agile as previous generations. The ride is rather firm and road noise is noticeable. Controls take some getting used to, and the backseat is still tiny. Options easily push the price past $30,000. A hot-rod John Cooper Works bumps the power to 228 hp and gets firmer suspension. Reliability has been average.

Base Price: $20,950-$35,600
Body Styles: 2-door hatchback; 4-door hatchback; convertible; wagon
Trim Lines: Base, Clubman, Clubman S, JCW, S
Drive Wheels: Front or AWD
Seating: 2 front, 2 rear
Engines: 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp); 2.0-liter 4 turbo (228 hp)
Trans.: 6- & 8-spd auto.; 6-spd man.

Facts & Figures

Exterior Dimensions

Length (in.)	151
Width (in.)	68
Height (in.)	56
Wheelbase (in.)	98
Weight (lb.)	2,775
% weight front/rear	63/37

Cargo Measurement

Max. Load (lb.)	770
Cargo Volume, cu.ft.	9
Towing Capacity (lb.)	NR

Fuel

Premium

CR overall mpg	30-31

Overall Score	58-66
Predicted Reliability	
Owner Satisfaction	
Road Test Score	68-81
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	Mini Cooper 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Mini Cooper Clubman

THE CLUBMAN IS a longer and wider version of the four-door Coopers, and shares its platform with the BMW X1. Engine choices include a slightly wheeze-sounding three-cylinder turbo in the base car or a quicker and more enjoyable sounding four-cylinder turbo in the S. Handling is quite nimble, but the ride is very firm and road noise is pronounced. Unlike the regular Coopers, the Clubman's backseat is actually habitable. Controls take some getting used to, and the rear view is compromised by the two rear barn doors. With typical options, the Clubman is priced in the low $30,000s and the S can easily get to the high $30,000s. An all-wheel-drive version is available on the S.

Base Price: $24,100-$29,450
Body Styles: wagon
Trim Lines: Base, S
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.5-liter 3 turbo (134 hp); 2.0-liter 4 turbo (189 hp)
Transmissions: 6-speed automatic; 8-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions

Length (in.)	168
Width (in.)	71
Height (in.)	57
Wheelbase (in.)	105
Weight (lb.)	3,175
% weight front/rear	59/41

Cargo Measurement

Max. Load (lb.)	980
Cargo Volume, cu.ft.	23
Towing Capacity (lb.)	NR

Fuel

Premium

CR overall mpg	28

Overall Score	57
Predicted Reliability	
Owner Satisfaction	
Road Test Score	67
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	Mini Cooper Clubman 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

* Indicates insufficient data Years in red indicate redesigned or introduced

Mini Cooper Countryman

THE SUV-LIKE COUNTRYMAN is taller than other Minis but still small and fun to drive. The quirky interior has well-shaped, comfortable seats. It's based on the previous-generation Cooper and retains its quick steering and fantastic agility, along with a stiff ride. The S has a punchy powertrain, and it posted a very good 26 mpg overall in our tests. Familiar Mini downsides carry over, including frustrating controls and a noisy cabin. All-wheel drive is only available on the S. In March a new Countryman based on the Clubman will go on sale in Cooper and Cooper S versions. In June, an all-wheel-drive plug-in hybrid version follows, with a promised all-electric range of 24 miles. Reliability has been above average, but the Countryman scores too low for us to recommend.

Overall Score	68
Predicted Reliability	↑
Owner Satisfaction	!
Road Test Score	68
Crash Prevention	NA

Base Price: $22,750-$35,350
Body Styles: 4-door SUV
Trim Lines: Base, JCW, S
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (121 hp); 1.6-liter 4 turbo (181 hp); 1.6-liter 4 turbo (208 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Mini Cooper Countryman 14	15	16
Engine Major	↑↑	*	*
Engine Minor	↑↑	*	*
Engine Cooling	↑↑	*	*
Transmission Major	↑	*	*
Transmission Minor	↑	*	*
Drive System	↑↑	*	*
Fuel System	↑	*	*
Electrical	↑↑	*	*
Climate System	↑	*	*
Suspension	↑↑	*	*
Brakes	↑↑	*	*
Exhaust	↑↑	*	*
Paint/Trim	↑↑	*	*
Noises/Leaks	↑	*	*
Body Hardware	↑↑	*	*
Power Equipment	↑	*	*
In-Car Electronics	↓↓	*	*
USED CAR VERDICTS	↑		
NEW CAR PREDICTION	Better than average ↑		

Facts & Figures

Exterior Dimensions
Length (in.) 162
Width (in.) 70
Height (in.) 62
Wheelbase (in.) 102
Weight (lb.) 3,305
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 19.5
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 26

Mitsubishi Lancer

DESPITE ITS RECENT face lift, the Lancer is an outdated and insubstantial compact sedan. The 2.0-liter four-cylinder engine is rough, the continuously variable transmission makes the car moan plaintively, fuel economy is uncompetitive, and the car is sluggish from a stop. Handling is secure, but the ride is a bit rough. The cramped cabin is furnished with drab plastics and has subpar fit and finish, but the controls are simple to use. All-wheel drive is available. 2016 saw the demise of the sporty Evolution version.

Overall Score	61
Predicted Reliability	!*
Owner Satisfaction	↓*
Road Test Score	62
Crash Prevention	NA

Base Price: $17,795-$22,095
Body Styles: sedan
Trim Lines: ES, SE, SEL
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (148 hp); 2.4-liter 4 (168 hp)
Transmissions: 5-speed manual; CVT

Reliability History

TROUBLE SPOTS	Mitsubishi Lancer 14	15	16
Engine Major	↑↑	↑↑	*
Engine Minor	↑↑	↑↑	*
Engine Cooling	↑↑	↑↑	*
Transmission Major	↑	↑↑	*
Transmission Minor	↑↑	↑↑	*
Drive System	↓	↑↑	*
Fuel System	↑	↑↑	*
Electrical	↑	↑↑	*
Climate System	!	↑↑	*
Suspension	↑	!	*
Brakes	↑	↑↑	*
Exhaust	↑↑	↑↑	*
Paint/Trim	↑	↑↑	*
Noises/Leaks	↑↑	↑↑	*
Body Hardware	↑↑	↑↑	*
Power Equipment	!	!	*
In-Car Electronics	↑	↑	*
USED CAR VERDICTS	↓	↑	
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 69
Height (in.) 58
Wheelbase (in.) 104
Weight (lb.) 3,015
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 12
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 25

Mitsubishi Mirage

ITS ROCK-BOTTOM STICKER price and thrifty fuel economy of 37 mpg overall conjures an inviting image of an economical runabout. But that mirage quickly dissipates when you drive this tiny, tinny car. Minor updates for 2017 bring a sedan body style, a hint more power, Apple CarPlay and Android Auto, along with supposedly upgraded brakes and improvements to the handling. Yet those enhancements won't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration and a raspy chorus of lament. While relatively roomy, the depressing cabin feels drab, cheap, and insubstantial. The Mirage is a weak contender among new small cars, and for the money, there are many much-better used cars.

Overall Score	37
Predicted Reliability	! *
Owner Satisfaction	▼ *
Road Test Score	29
Crash Prevention	NA

Base Price: $12,995-$16,995
Body Styles: 4-door hatchback; sedan
Trim Lines: ES, GT, SE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.2-liter 3 (78 hp)
Transmissions: 5-speed manual; CVT

Reliability History

TROUBLE SPOTS	Mitsubishi Mirage 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 149
Width (in.) 66
Height (in.) 59
Wheelbase (in.) 97
Weight (lb.) 2,085
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 17
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 37

Mitsubishi Outlander

OUTDATED AND OUTCLASSED, the Outlander struggles to compete. Its high point is a standard tiny third-row seat, rare in this class. The Outlander received some suspension tweaks that made the ride a bit more absorbent but also more buoyant. Handling is clumsy, with lots of pronounced body lean in corners. Cabin noise levels have dropped slightly. Still, the base 166-hp, 2.4-liter four-cylinder is mated to a CVT that amplifies the engine's howl when you ask for more power. Acceleration is leisurely at 10 seconds from 0-60 mph, though its 24 mpg overall is competitive. Top-tier GT trims get a 224-hp, 3.0-liter V6 and six-speed automatic. Forward-collision mitigation and lane-departure warning are available on some trims. The upcoming plug-in hybrid will cost over $40,000.

Overall Score	60
Predicted Reliability	! *
Owner Satisfaction	▼ *
Road Test Score	59
Crash Prevention	Opt.

Base Price: $22,995-$40,000E
Body Styles: 4-door SUV
Trim Lines: ES, GT, Plug-in Hybrid, SE, SEL
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 (0 hp); 2.4-liter 4 (166 hp); 3.0-liter V6 (224 hp)
Transmissions: 6-speed automatic; CVT

Reliability History

TROUBLE SPOTS	Mitsubishi Outlander 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 185
Width (in.) 71
Height (in.) 66
Wheelbase (in.) 105
Weight (lb.) 3,610
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,155
Cargo Volume, cu.ft. 32.5
Towing Capacity (lb.) 1,500
Fuel
Regular or premium
CR overall mpg 24

* Indicates insufficient data Years in red indicate redesigned or introduced

Mitsubishi Outlander Sport

THIS IS A shortened version of the Outlander, with reduced rear-seat room and cargo space. Despite the name, when it comes to driving, it's not exactly a sporty SUV. Handling isn't that nimble, and acceleration is just adequate. In addition to the 2.0-liter engine, a more powerful 2.4-liter four-cylinder engine is available. The Sport's choppy ride and very noisy cabin further the driving experience. Still, it has a commanding seating position, as well as passenger and cargo versatility. Top-trim all-wheel-drive versions can get expensive enough that the Outlander Sport starts to compete with better SUVs. 2016 updates include a redesigned steering wheel, a new 6.1-inch audio display, and new fabric for the seats.

Overall Score	NA
Predicted Reliability	! *
Owner Satisfaction	▾ *
Road Test Score	NA
Crash Prevention	NA

Base Price: $19,595-$27,395
Body Styles: 4-door SUV
Trim Lines: ES, GT, SE, SEL
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (148 hp); 2.4-liter 4 (168 hp)
Transmissions: 5-speed manual; CVT

Reliability History

TROUBLE SPOTS	Mitsubishi Outlander Sport 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 172
Width (in.) 71
Height (in.) 64
Wheelbase (in.) 105
Weight (lb.) 3,290
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 25.5
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
EPA combined mpg 26

Mitsubishi i-MiEV

THE I-MIEV IS one of the cheapest all-electric cars available. But the downside is an underdeveloped car that is slow, clumsy, stiff-riding, and plebeian inside. It takes between 6 and 7 hours to charge on a 240-volt, Level 2 charger, or 21 hours on a standard 110-volt charger. Its range is EPA-rated at 62 miles, although we generally got around 56 miles. We measured its energy consumption at 111 mpg equivalent. The motor puts out a meager 66 hp. In comparison, the five-seat Nissan Leaf, with its roomier interior and more comfortable ride, feels like a real car and is a far better choice.

Overall Score	44
Predicted Reliability	! *
Owner Satisfaction	▾ *
Road Test Score	35
Crash Prevention	NA

Base Price: $22,995
Body Styles: 4-door hatchback
Trim Lines: ES
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: Electric (66 hp)
Transmissions: 1-speed direct

Reliability History

TROUBLE SPOTS	Mitsubishi i-MiEV 14	15	16
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 145
Width (in.) 62
Height (in.) 64
Wheelbase (in.) 100
Weight (lb.) 2,610
% weight front/rear 46/54
Cargo Measurement
Max. Load (lb.) 660
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Electric
CR overall mpg 111

WORSE — BETTER

Nissan Altima

THIS RATHER GENERIC, though roomy, sedan uses a continuously variable transmission that works well when loafing around but dilutes the driving experience. In our tests we got a decent 29 mpg overall in the 2.5-liter four-cylinder, while the 3.5-liter V6 returned 24 mpg overall. Handling feels mushy and saps confidence with its overly-light steering, though it is ultimately secure. The ride feels superficially soft, but over sharp bumps the suspension loses its absorbency. Controls are easy to use, but the infotainment system is fussy to use and limits phone interaction only to voice commands. Blind-spot and lane-departure warning systems are available. Reliability has improved to average but the Altima scored too low to recommend.

Overall Score	67-72
Predicted Reliability	!
Owner Satisfaction	▼
Road Test Score	71-80
Crash Prevention	Opt.

Base Price: $22,500-$32,090
Body Styles: sedan
Trim Lines: 2.5, 2.5 S, 2.5 SL, 2.5 SR, 2.5 SV, 3.5 SL, 3.5 SR
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (179 hp); 3.5-liter V6 (270 hp)
Transmissions: CVT

Reliability History

TROUBLE SPOTS	Nissan Altima 14	15	16
Engine Major	▲▲	▲▲	▲▲
Engine Minor	▲▲	▲▲	▲▲
Engine Cooling	▲▲	▲▲	▲▲
Transmission Major	▲▲	▲▲	▲▲
Transmission Minor	▲	▲▲	▲
Drive System	▲▲	▲▲	▲▲
Fuel System	▲▲	▲▲	▲▲
Electrical	▲▲	▲▲	▲▲
Climate System	!	▲▲	▲▲
Suspension	▲▲	▲	▲▲
Brakes	!	▲▲	▲▲
Exhaust	▲▲	▲▲	▲▲
Paint/Trim	!	▲	▲▲
Noises/Leaks	!	!	▲▲
Body Hardware	▲	▲▲	▲▲
Power Equipment	▼	▲▲	▲▲
In-Car Electronics	▼▼	▼	▲▲
USED CAR VERDICTS	!	!	!
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 72
Height (in.) 58
Wheelbase (in.) 109
Weight (lb.) 3,245
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 24-29

Nissan Armada

ESSENTIALLY A MAINSTREAM version of the Infiniti QX80, the 2017 Nissan Armada is available in rear- and four-wheel-drive configurations. The slick and powerful 5.6-liter V8 makes 390 horsepower. While the soft suspension absorbs bumps well, the body jostles frequently and handling is clumsy. Inside, the spacious cabin has a premium feel, particularly in Platinum trim. Controls are a bit dated, and it's a long reach to some buttons and knobs. Seven- or eight-passenger seating configurations are available, and the third-row can power fold and unfold. Advanced safety systems such as forward-collision warning, auto emergency braking, and blind-spot warning are part of the technology package. The QX80 we tested returned 15 mpg overall. Towing capacity is a generous 8,500 pounds.

Overall Score	NA
Predicted Reliability	▼*
Owner Satisfaction	!*
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $44,400-$59,990
Body Styles: 4-door SUV
Trim Lines: Platinum, SL, SV
Drive Wheels: Rear or 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.6-liter V8 (390 hp)
Transmissions: 7-speed automatic

Reliability History

TROUBLE SPOTS	Nissan Armada 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ▼		

Facts & Figures

Exterior Dimensions
Length (in.) 209
Width (in.) 80
Height (in.) 76
Wheelbase (in.) 121
Weight (lb.) 5,820
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,545
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 8,500
Fuel
Regular
EPA combined mpg 15

* Indicates insufficient data Years in red indicate redesigned or introduced

Nissan Frontier

DATING BACK TO 2005, the compact Frontier pickup truck shares a platform with the discontinued Xterra SUV and the outgoing larger Titan pickup. In our tests we found the Frontier to be quick and relatively nimble, with a stiff though tolerable ride. The strong 4.0-liter V6 revved smoothly and felt very strong, but fuel economy was a decidedly unimpressive 15 mpg overall. A 2.5-liter, four-cylinder engine powers base models. Only crew- and extended-cab body styles are offered, but rear-seat room is tight even in the crew cab. A model with a longer pickup bed is available, but the tailgate is very heavy. A redesign is in the pipeline.

Overall Score	NA
Predicted Reliability	1*
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	NA

Base Price: $18,290-$34,860
Body Styles: crew cab; extended cab
Trim Lines: DR, PRO-4X, S, SL, SV
Drive Wheels: Rear or 4WD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (152 hp); 4.0-liter V6 (261 hp)
Transmissions: 5-speed automatic; 5-speed manual; 6-speed manual

Facts & Figures

Exterior Dimensions
Length (in.) 206
Width (in.) 73
Height (in.) 70
Wheelbase (in.) 126
Weight (lb.) 4,655
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,160
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 6,100
Fuel
Regular
EPA combined mpg 17

Reliability History

TROUBLE SPOTS	Nissan Frontier 14	15	16
Engine Major	⇈	⇈	⇈
Engine Minor	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈
Transmission Major	⇈	⇈	⇈
Transmission Minor	⌃	⇈	⇈
Drive System	⇈	⌃	⇈
Fuel System	⌃	⇈	⇈
Electrical	⇈	⇈	⇈
Climate System	⌃	1	⇈
Suspension	⌃	⌃	⌃
Brakes	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈
Paint/Trim	⌃	⌄	⇈
Noises/Leaks	⌃	1	⌃
Body Hardware	⇈	⌃	⇈
Power Equipment	1	⇈	⇈
In-Car Electronics	⌄	⌃	1
USED CAR VERDICTS	1	⌄	1
NEW CAR PREDICTION	Average 1		

Nissan Juke

THE FUNKY-LOOKING JUKE has the raised ride height and optional AWD of an SUV, but with very carlike handling and maneuverability. The steeply raked rear quarter makes for lousy visibility aft. The rear seat is tight, and the trifling cargo space limits practicality. Tidy handling and Nissan's punchy 1.6-liter turbo four-cylinder make it fun and zippy. Its 24 mpg overall isn't bad, but the need for premium fuel is a downer. A continuously variable transmission is standard. As in some sporty hatchbacks, a noisy cabin and stiff ride come with the territory. The Juke scored a Poor in the IIHS small-overlap crash test. A modest restyling took place for 2015.

Overall Score	NA
Predicted Reliability	1*
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	NA

Base Price: $20,250-$30,020
Body Styles: 4-door SUV
Trim Lines: NISMO, NISMO RS, S, SL, SV
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 turbo (188 hp); 1.6-liter 4 turbo (197 hp); 1.6-liter 4 turbo (215 hp)
Transmissions: 6-speed manual; CVT

Facts & Figures

Exterior Dimensions
Length (in.) 162
Width (in.) 70
Height (in.) 62
Wheelbase (in.) 100
Weight (lb.) 3,170
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 11
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 28

Reliability History

TROUBLE SPOTS	Nissan Juke 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average 1		

WORSE — BETTER

Nissan Leaf

IN BASE FORM, the all-electric Leaf has a 75-mile typical range. A full charge took us 6 hours using a 240-volt outlet, but charge times have been shortened since our tests. We measured the equivalent of 106 mpg, and running costs are 3.5 cents per mile at the national average of 11 cents per kWh. The ride is comfortable, but handling isn't particularly agile. The rear seat is roomy, but the cargo area is rather small. Standard features include a heated steering wheel and seats, and top models get electric heating that uses 30 percent less energy. Reliability has been above average, but we can't recommend the Leaf because it scored a Poor in the IIHS small-overlap crash test. Both the SV and SL versions can be equipped with a 30-kWh battery with a claimed 107-mile range.

Overall Score	67
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	71
Crash Prevention	NA

Base Price: $29,010-$36,790
Body Styles: 4-door hatchback
Trim Lines: S, SL, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: Electric (107 hp)
Transmissions: 1-speed direct

Reliability History

TROUBLE SPOTS	Nissan Leaf 14	15	16
Engine Major	^^	^^	*
Engine Minor	^^	^^	*
Engine Cooling	^^	^^	*
Transmission Major	^^	^^	*
Transmission Minor	^^	^^	*
Drive System	^^	^^	*
Fuel System	^^	^^	*
Electrical	^^	^^	*
Climate System	vv	^	*
Suspension	^^	^^	*
Brakes	^^	^	*
Exhaust	^^	^^	*
Paint/Trim	^^	^^	*
Noises/Leaks	^	^^	*
Body Hardware	^^	^^	*
Power Equipment	^^	^^	*
In-Car Electronics	^^	^^	*
USED CAR VERDICTS	^	^^	
NEW CAR PREDICTION	Better than average ^		

Facts & Figures

Exterior Dimensions
Length (in.) 175
Width (in.) 70
Height (in.) 61
Wheelbase (in.) 106
Weight (lb.) 3,360
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Electric
CR overall mpg 106

Nissan Maxima

THE MAXIMA CONTINUES to use Nissan's smooth, powerful 3.5-liter V6, which is a highlight of the car. The continuously variable transmission works well for loafing around, but it saps any aspirations of sporty driving. Handling is mundane and the ride is too stiff for a sedan that costs $40,000. The Maxima has a plush interior, a number of high-tech safety and connectivity features, and uses a fairly straightforward infotainment system. A low roofline inhibits access and visibility. Controls are simple to use, and the front seats are very comfortable and supportive. The rear cabin, however, is rather cramped. An SR version with a stiffer suspension is available, but it lacks a sunroof.

Overall Score	72
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	81
Crash Prevention	Opt.

Base Price: $32,560-$39,990
Body Styles: sedan
Trim Lines: Platinum, S, SL, SR, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 3.5-liter V6 (300 hp)
Transmissions: CVT

Reliability History

TROUBLE SPOTS	Nissan Maxima 14	15	16
Engine Major	^^		^^
Engine Minor	^^		^^
Engine Cooling	^^		^^
Transmission Major	^^		^^
Transmission Minor	^^		^^
Drive System	^^		^^
Fuel System	^^		^^
Electrical	^^		^^
Climate System	^^		^^
Suspension	^^		^^
Brakes	^^		^^
Exhaust	^		^^
Paint/Trim	^		^
Noises/Leaks	^^		^^
Body Hardware	^^		^
Power Equipment	!		^
In-Car Electronics	^^		!
USED CAR VERDICTS	^		!
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 193
Width (in.) 73
Height (in.) 57
Wheelbase (in.) 109
Weight (lb.) 3,535
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 25

* Indicates insufficient data Years in red indicate redesigned or introduced

Nissan Murano

NISSAN'S MIDSIZED SUV uses a punchy, refined 3.5-liter six-cylinder paired with a continuously variable transmission. The cabin is quiet and well-finished, and has an upscale feel to it. Handling is not very sporty, with overly light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the Platinum trim's 20-inchers. Optional safety features include blind-spot and cross-traffic warnings, as well as forward-collision warning with emergency autobrake. An available eight-inch color display houses the NissanConnect infotainment system. Good crash-test results are a plus. Reliability has been above average. A hybrid version is new.

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	77
Crash Prevention	Opt.

Base Price: $29,740-$40,780
Body Styles: 4-door SUV
Trim Lines: Platinum, S, SL, SV
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 hybrid (249 hp); 3.5-liter V6 (260 hp)
Transmissions: CVT

Reliability History

TROUBLE SPOTS	Nissan Murano 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 75
Height (in.) 67
Wheelbase (in.) 111
Weight (lb.) 4,025
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 33.5
Towing Capacity (lb.) 1,500
Fuel
Regular
CR overall mpg 21

Nissan Pathfinder

THIS MIDSIZED SUV has seating for up to seven, but the second row's posture is not ideal and the third-row seat is tight. The 3.5-liter V6 and continuously variable transmission delivered respectable acceleration and 18 mpg overall in our tests. The ride is comfortable enough, but handling lacks agility. The cabin is quiet and spacious, the controls are fairly easy to master, and the passenger-side rear seat can be moved forward with a child seat installed, but the result of that setup is an overly low second-row seat cushion. Blind-spot warning and rear cross-traffic alert are available. Reliability has been below average. The 2017 model has been freshened and added 24 more horsepower to its engine, plus increased towing capability to 6,000 pounds.

Overall Score	56
Predicted Reliability	
Owner Satisfaction	
Road Test Score	72
Crash Prevention	Opt.

Base Price: $29,990-$43,560
Body Styles: 4-door SUV
Trim Lines: Platinum, S, SL, SV
Drive Wheels: Front or 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 3.5-liter V6 (284 hp)
Transmissions: CVT

Reliability History

TROUBLE SPOTS	Nissan Pathfinder 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 199
Width (in.) 77
Height (in.) 70
Wheelbase (in.) 114
Weight (lb.) 4,505
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 1,150
Cargo Volume, cu.ft. 39.5
Towing Capacity (lb.) 6,000
Fuel
Regular
CR overall mpg 18

WORSE BETTER

Nissan Quest

THE CAVERNOUS QUEST is a luxurious minivan, with a plush interior and a smooth, compliant ride. The 3.5-liter V6 feels lively and returns a respectable 19 mpg overall. This is a commendably quiet minivan, with plenty of head and leg room in the first two rows, and room for three adults to fit comfortably in the third-row seats. The two rear rows fold to form a flat load floor. But the Quest seats only seven at most, whereas much of the competition can seat eight. The covered cargo bay behind the third-row seat is an uncommon feature in a minivan. A blind-spot detection system is optional. The otherwise-competitive Quest scored a Poor in the IIHS small-overlap crash test.

Overall Score	67
Predicted Reliability	! *
Owner Satisfaction	! *
Road Test Score	79
Crash Prevention	NA

Base Price: $26,580-$43,230
Body Styles: minivan
Trim Lines: Platinum, S, SL, SV
Drive Wheels: Front
Seating: 2 front, 2 rear, 3 third
Engines: 3.5-liter V6 (260 hp)
Transmissions: CVT

Reliability History

TROUBLE SPOTS	Nissan Quest 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 201
Width (in.) 78
Height (in.) 72
Wheelbase (in.) 118
Weight (lb.) 4,570
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,160
Cargo Volume, cu.ft. 62
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 19

Nissan Rogue

THE EASY-TO-DRIVE ROGUE is one of the better small SUVs. It rides better than most competitors and is fairly quiet. Handling is sound, with prompt steering response and restrained body lean in corners. Power comes from a 2.5-liter four-cylinder mated to an updated continuously variable transmission that is not overly intrusive. Our AWD Rogue delivered 24 mpg overall. The interior is spacious for the class and nicely finished. The second-row seat is very roomy, and the small, optional third-row seat allows seating for seven in a pinch. A rear camera is standard, and available safety gear includes rear cross-traffic alert and forward-collision, lane-departure, and blind-spot warnings. A hybrid version with a 176-hp, 2.0-liter engine and the offering of more advanced safety features are new for 2017.

Overall Score	71
Predicted Reliability	^
Owner Satisfaction	v
Road Test Score	74
Crash Prevention	Opt.

Base Price: $22,790-$33,000E
Body Styles: 4-door SUV
Trim Lines: S, SL, SL Hybrid, SV, SV Hybrid
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 hybrid (176 hp); 2.5-liter 4 (170 hp)
Transmissions: CVT

Reliability History

TROUBLE SPOTS	Nissan Rogue 14	15	16
Engine Major	^^	^^	^^
Engine Minor	^^	^^	^^
Engine Cooling	^^	^^	^^
Transmission Major	^	^^	^^
Transmission Minor	^^	^^	^^
Drive System	^^	^^	^^
Fuel System	!	^^	^^
Electrical	^^	^^	^^
Climate System	vv	^	^^
Suspension	^	^^	^^
Brakes	^^	^^	^^
Exhaust	^^	^^	^^
Paint/Trim	^^	^^	^^
Noises/Leaks	vv	!	^
Body Hardware	^	^^	^^
Power Equipment	!	^	^^
In-Car Electronics	vv	v	^
USED CAR VERDICTS	vv	^	^^
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 72
Height (in.) 66
Wheelbase (in.) 107
Weight (lb.) 3,590
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 31.5
Towing Capacity (lb.) 1,100
Fuel
Regular
CR overall mpg 24

* Indicates insufficient data Years in red indicate redesigned or introduced

Nissan Sentra

OVERALL, THE COMPACT Sentra trails the class. A 2016 freshening resulted in a quieter car, thanks in part to the less intrusive CVT. Handling is fairly responsive and secure, but the ride is stiff. The tall stance aids cabin access, the elevated driving position helps visibility, and the rear seat is quite room. But the driving experience is ho-hum, almost joyless. Acceleration times are among the slowest in the class, the cockpit is narrow, and the front seats lack support. A backup camera is standard on the SV. The freshening included improved occupant crash protection, which resulted in better scores in the IIHS crash tests, as well as the availability of safety features such as blind-spot warning, forward emergency braking, and rear cross-traffic alert. A turbocharged version is new for 2017.

Overall Score	61
Predicted Reliability	!
Owner Satisfaction	▼
Road Test Score	62
Crash Prevention	Opt.

Base Price: $16,780-$25,000E
Body Styles: sedan
Trim Lines: S, SL, SR, SR Turbo, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (124 hp); 1.8-liter 4 (130 hp); 1.8-liter 4 turbo (188 hp)
Transmissions: 6-speed manual; CVT

Reliability History

TROUBLE SPOTS	Nissan Sentra 14	15	16
Engine Major	▲▲	▲▲	*
Engine Minor	▲▲	▲▲	*
Engine Cooling	▲▲	▲▲	*
Transmission Major	▲▲	▲▲	*
Transmission Minor	▲	▲▲	*
Drive System	▼	▲▲	*
Fuel System	▲▲	▲▲	*
Electrical	▲▲	▲▲	*
Climate System	▲	▲▲	*
Suspension	▲	▲▲	*
Brakes	▲	▲▲	*
Exhaust	▲▲	▲▲	*
Paint/Trim	▼▼	▲▲	*
Noises/Leaks	▼▼	▼▼	*
Body Hardware	!	▲▲	*
Power Equipment	▲▲	▲▲	*
In-Car Electronics	▼	▼	*
USED CAR VERDICTS	▼	▲▲	
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 69
Height (in.) 59
Wheelbase (in.) 106
Weight (lb.) 2,865
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 860
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 31

Nissan Titan XD

ALTHOUGH THE TITAN XD (Extra Duty) is positioned to deliver heavy-duty pickup capability without their stiff ride, we found its capabilities are closer to a regular duty truck. On top of that, it's just as clumsy in the corners as HD trucks. It rides slightly better, however and consumes slightly less fuel at 15 mpg. The XD is available with both a new V8 Cummins diesel engine and a 5.6-liter gasoline V8, which is also on the regular-duty Titan. Properly equipped, the XD tows 12,000 pounds and carry a payload of 2,000 pounds. It has a built-in goose-neck trailer hitch. A suite of safety and driver-assistance features is offered, including Nissan's surround-view camera system, blind-spot warning, and moving-object detection. The regular-duty crew-cab Titan has a seven-speed automatic and a towing capacity of over 9,000 pounds.

Overall Score	50
Predicted Reliability	▼*
Owner Satisfaction	▲*
Road Test Score	55
Crash Prevention	NA

Base Price: $36,290-$60,400
Body Styles: crew cab
Trim Lines: Platinum Reserve, PRO-4X, S, SL, SV
Drive Wheels: Rear or 4WD
Seating: 3 front, 3 rear
Engines: 5.0-liter V8 turbodiesel (310 hp); 5.6-liter V8 (390 hp)
Transmissions: 6-speed automatic; 7-speed automatic

Reliability History

TROUBLE SPOTS	Nissan Titan XD 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ▼		

Facts & Figures

Exterior Dimensions
Length (in.) 243
Width (in.) 80
Height (in.) 79
Wheelbase (in.) 152
Weight (lb.) 7,145
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 1,600
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 12,315
Fuel
Regular or diesel
CR overall mpg 15

WORSE BETTER

Nissan Versa

NISSAN'S SUBCOMPACT VERSA sedan is unimpressive, with a noisy and cheap interior. The engine drones as the car gathers speed, and the continuously variable transmission exacerbates engine noise. Handling, though secure, lacks precision, and the car feels clumsy as a result. The ride is compliant and has good isolation from bumps and ruts, but the short, quick pitches make it feel jumpy on the highway. To its credit, the rear cabin is relatively roomy and fuel economy is commendable at 32 mpg overall. Running changes include new interior refinements and some styling details, but much of the interior still feels low rent. Most controls are straightforward.

Base Price: $11,990-$17,140
Body Styles: sedan
Trim Lines: S, SL, S Plus, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (109 hp)
Transmissions: 5-speed manual; CVT

Overall Score	56
Predicted Reliability	! *
Owner Satisfaction	⌄⌄
Road Test Score	56
Crash Prevention	NA

Reliability History

TROUBLE SPOTS	Nissan Versa 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 175
Width (in.) 67
Height (in.) 60
Wheelbase (in.) 102
Weight (lb.) 2,430
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 32

Nissan Versa Note

THIS LITTLE SUBCOMPACT offers amazing space and versatility. It's also quieter and more relaxed to drive than most competitors. Its tall stance and wide doors make it easy to maneuver, park, and hop into and out of. The rear seat is really roomy, and the ride feels comfortable and relaxed. Handling is more responsive than the Versa sedan's. Our main gripes are its awkward driving position, squishy front seats, and lack of interior storage. The continuously variable transmission can magnify coarse engine noise when accelerating, but its 31 mpg overall is respectable. Standard Bluetooth, available heated seats, and the surround-view camera system are helpful features. Reliability has been above average.

Base Price: $14,180-$18,660
Body Styles: 4-door hatchback
Trim Lines: S, SL, S Plus, SR, SV
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (109 hp)
Transmissions: 5-speed manual; CVT

Overall Score	62
Predicted Reliability	⌃
Owner Satisfaction	⌄⌄
Road Test Score	61
Crash Prevention	NA

Reliability History

TROUBLE SPOTS	Nissan Versa Note 14	15	16
Engine Major	⌃⌃	⌃⌃	*
Engine Minor	⌃⌃	⌃⌃	*
Engine Cooling	⌃⌃	⌃⌃	*
Transmission Major	⌃	⌃⌃	*
Transmission Minor	⌃	⌃⌃	*
Drive System	⌃	⌃⌃	*
Fuel System	⌃⌃	⌃⌃	*
Electrical	⌃⌃	⌃⌃	*
Climate System	!	⌃⌃	*
Suspension	⌃⌃	⌃⌃	*
Brakes	!	⌃⌃	*
Exhaust	⌃⌃	⌃⌃	*
Paint/Trim	⌃	⌃⌃	*
Noises/Leaks	⌃⌃	⌃⌃	*
Body Hardware	⌃⌃	⌃⌃	*
Power Equipment	⌃	⌃	*
In-Car Electronics	!	⌃⌃	*
USED CAR VERDICTS	!	⌃⌃	
NEW CAR PREDICTION	Better than average ⌃		

Facts & Figures

Exterior Dimensions
Length (in.) 164
Width (in.) 67
Height (in.) 61
Wheelbase (in.) 102
Weight (lb.) 2,470
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 23
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 31

* Indicates insufficient data Years in red indicate redesigned or introduced

Nissan Z

EMPLOYING A WONDERFULLY strong and smooth 3.7-liter V6, the Nissan Z delivers quick acceleration and respectable fuel economy. The six-speed manual is a bit stiff but easy enough to use, and it can match revs on downshifts. Handling is planted, with quick steering and lots of grip, but somehow the car isn't as engaging to drive as one would expect. The ride is very stiff and choppy, and road and tire noise are constant. The Z's well-finished interior is cramped, and visibility is lousy. The radio and climate controls are very low, and their labels are small. Convertible and stiffer-riding, higher-performance NISMO versions are available. A noise cancelation/enhancement system was added to quiet some of the interior racket.

Overall Score	75
Predicted Reliability	! *
Owner Satisfaction	! *
Road Test Score	81
Crash Prevention	NA

Base Price: $29,990-$49,400
Body Styles: convertible; coupe
Trim Lines: Base, NISMO, NISMO Tech, Sport, Touring, Touring Sport
Drive Wheels: Rear
Seating: 2 front
Engines: 3.7-liter V6 (332 hp); 3.7-liter V6 (350 hp)
Transmissions: 7-speed automatic; 6-speed manual

Facts & Figures

Exterior Dimensions
Length (in.) 167
Width (in.) 73
Height (in.) 52
Wheelbase (in.) 100
Weight (lb.) 3,385
% weight front/rear 54/46
Cargo Measurement
Max. Load (lb.) 450
Cargo Volume, cu.ft. 7
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 23

Reliability History

TROUBLE SPOTS	Nissan Z 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average !		

Porsche 718 Boxster

PORSCHE'S ROADSTER OFFERS turbocharged 2.0- and 2.5-liter four-cylinder engines, replacing the previous Sixes. Most 718s come with a seven-speed automated manual that impersonates a manually shifted gearbox quite well. A manual gearbox is still available but more buyers choose the automatic. Chopping off two cylinders brought more readily available power and a throaty thrum, but at the expense of Porsche's high-revving zing. Handling is superlative with impressive grip and balance, which make the car enjoyable, and the ride is very firm but not too punishing. The cabin has a premium ambience but the button overload takes getting used to. Opening or closing the well-insulated power top takes ten seconds, even on the move up to 43-mph. The front trunk is a bonus.

Overall Score	82
Predicted Reliability	! *
Owner Satisfaction	^ *
Road Test Score	95
Crash Prevention	Opt.

Base Price: $63,900-$71,600
Body Styles: convertible
Trim Lines: Base, S
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp)
Transmissions: 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 172
Width (in.) 71
Height (in.) 50
Wheelbase (in.) 97
Weight (lb.) 3,150
% weight front/rear 44/56
Cargo Measurement
Max. Load (lb.) 485
Cargo Volume, cu.ft. 4
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 26

Reliability History

TROUBLE SPOTS	Porsche 718 Boxster 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average !		

WORSE BETTER

Porsche 718 Cayman

FOR 2017, PORSCHE'S coupe version of the 718 Boxster is named the 718 Cayman and offers 2.0- and 2.5-liter turbocharged four-cylinder engines, replacing the previous six-cylinder mills. Both the base and S versions are offered with a choice of a six-speed manual or a seven-speed automated-manual transmission. The switch resulted in a loss of the high-revving zing but added more readily available power. Handling remains superb, and the ride is pretty compliant and not punishing for a sports car. The front trunk and hatchback provide a surprising amount of storage space.

Base Price: $53,900-$69,500
Body Styles: coupe
Trim Lines: Base, S
Drive Wheels: Rear
Seating: 2 front
Engines: 2.0-liter 4 turbo (300 hp); 2.5-liter 4 turbo (350 hp)
Transmissions: 6-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 172
Width (in.) 71
Height (in.) 50
Wheelbase (in.) 97
Weight (lb.) 2,945
% weight front/rear 45/55
Cargo Measurement
Max. Load (lb.) . . . . . NA
Cargo Volume, cu.ft. 10
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
EPA combined mpg 25

Overall Score	NA
Predicted Reliability	! *
Owner Satisfaction	*
Road Test Score	NA
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	Porsche 718 Cayman 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average !		

Porsche 911

THE 911'S ICONIC shape hides a thoroughly modern sports car, delivering performance and relative refinement. All of the engines have been updated, with the base model getting a 370-hp six and the Carrera S a 420-hp six, both matched with a seven-speed manual. The 911 is quick, with sublime handling that makes you feel directly connected to the machine. The exhaust note is terrific, and driving the automated manual is just as thrilling as the stick shift. It isn't particularly taxing on long trips, thanks to its relatively supple ride and sufficient sound deadening to limit headaches, but the low-slung cabin makes access a challenge. The interior is beautifully crafted, but the numerous buttons and switches can be daunting. Reliability has been average.

Base Price: $89,400-$200,400
Body Styles: convertible; coupe
Trim Lines: Carrera, Carrera 4, Carrera 4S, Carrera S, GT3, GT3 R3, GTS, R, Turbo, Turbo S
Drive Wheels: Rear or AWD
Seating: 2 front, 2 rear
Engines: 3.0-liter 6 turbo (370, 420 hp); 3.8-liter 6 (430, 475 hp); 4.0-liter 6 (500 hp); 3.8-liter 6 turbo (540, 580 hp)
Transmissions: 7-speed manual; 7-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 177
Width (in.) 71
Height (in.) 51
Wheelbase (in.) 96
Weight (lb.) 3,235
% weight front/rear 38/62
Cargo Measurement
Max. Load (lb.) 660
Cargo Volume, cu.ft. 5
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 23

Overall Score	82
Predicted Reliability	! *
Owner Satisfaction	
Road Test Score	95
Crash Prevention	Opt.

Reliability History

TROUBLE SPOTS	Porsche 911 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average !		

* Indicates insufficient data Years in red indicate redesigned or introduced

Porsche Cayenne

THE MIDSIZED CAYENNE is one of the sportiest, most responsive SUVs available. The V6 and eight-speed automatic work well together. V8 and hybrid engines are also available. The eight-speed automatic is supersmooth. The ride is supple and steady but rather stiff at low speeds. The seats are supportive and comfortable, and the cargo area is roomy enough. Interior fit and finish is impeccable, but the controls can be confusing. A plug-in hybrid is available, and has a 14-mile electric range. It takes two and a half hours to charge with a 240-volt connector.

Overall Score	72
Predicted Reliability	!
Owner Satisfaction	⌃⌃
Road Test Score	78
Crash Prevention	Opt.

Base Price: $59,600-$159,600
Body Styles: 4-door SUV
Trim Lines: Base, GTS, S, S E-Hybrid, Turbo, Turbo S
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (300 hp); 3.0-liter V6 hybrid (416 hp); 3.6-liter V6 turbo (420, 440 hp); 4.8-liter V8 turbo (520, 570 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions

Length (in.)	191
Width (in.)	79
Height (in.)	67
Wheelbase (in.)	114
Weight (lb.)	4,795
% weight front/rear	53/47

Cargo Measurement

Max. Load (lb.)	1,280
Cargo Volume, cu.ft.	33
Towing Capacity (lb.)	7,715

Fuel
Premium
CR overall mpg 19

Reliability History

TROUBLE SPOTS	Porsche Cayenne 14	15	16
Engine Major	⌃⌃	*	*
Engine Minor	⌄	*	*
Engine Cooling	⌃	*	*
Transmission Major	⌃⌃	*	*
Transmission Minor	⌃⌃	*	*
Drive System	⌃⌃	*	*
Fuel System	⌄	*	*
Electrical	⌃⌃	*	*
Climate System	⌃⌃	*	*
Suspension	⌃⌃	*	*
Brakes	⌃⌃	*	*
Exhaust	⌃⌃	*	*
Paint/Trim	⌃⌃	*	*
Noises/Leaks	⌃	*	*
Body Hardware	⌃	*	*
Power Equipment	⌄	*	*
In-Car Electronics	⌄⌄	*	*
USED CAR VERDICTS	!		
NEW CAR PREDICTION	Average !		

Porsche Macan

PORSCHE'S LATEST ADDITION combines much of the performance and feel of its sports cars with the functional package of a small SUV. For 2017 three 3.0-liter V6 turbo engines are offered, ranging from 340 to 400 horsepower, in addition to a new 2.0-liter turbo four-cylinder. Typically equipped S models land in the low-$60,000 range, and the uplevel Turbo starts at $76,000. Though based on the Audi Q5, the power and handling are true Porsche, as are the seats, controls, fit and finish, and attention to detail. The firm ride is steady and controlled, though not plush. The cabin is quite snug, and the center dashboard is a dizzying array of buttons that can be confusing at first. Reliability has improved to average.

Overall Score	74
Predicted Reliability	!
Owner Satisfaction	⌃⌃
Road Test Score	85
Crash Prevention	Opt.

Base Price: $47,500-$76,000
Body Styles: 4-door SUV
Trim Lines: 2.0T, GTS, S, Turbo
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (252 hp); 3.0-liter V6 turbo (340, 360 hp); 3.6-liter V6 turbo (400 hp)
Transmissions: 7-speed sequential

Facts & Figures

Exterior Dimensions

Length (in.)	184
Width (in.)	76
Height (in.)	64
Wheelbase (in.)	111
Weight (lb.)	4,415
% weight front/rear	57/43

Cargo Measurement

Max. Load (lb.)	1,150
Cargo Volume, cu.ft.	29
Towing Capacity (lb.)	5,220

Fuel
Premium
CR overall mpg 19

Reliability History

TROUBLE SPOTS	Porsche Macan 14	15	16
Engine Major	*	⌃⌃	⌃⌃
Engine Minor	*	⌃⌃	⌃⌃
Engine Cooling	*	⌃⌃	⌃⌃
Transmission Major	*	⌃⌃	⌃⌃
Transmission Minor	*	⌃⌃	⌃
Drive System	*	⌃⌃	⌃⌃
Fuel System	*	⌃	⌃⌃
Electrical	*	⌃⌃	⌃⌃
Climate System	*	⌄	⌃⌃
Suspension	*	⌃	⌃⌃
Brakes	*	⌃⌃	⌃
Exhaust	*	!	⌃
Paint/Trim	*	⌃⌃	⌃⌃
Noises/Leaks	*	⌃	⌃⌃
Body Hardware	*	⌃⌃	⌃⌃
Power Equipment	*	⌃⌃	⌃⌃
In-Car Electronics	*	!	⌄⌄
USED CAR VERDICTS		⌄	!
NEW CAR PREDICTION	Average !		

WORSE BETTER

Porsche Panamera

THE REDESIGNED PANAMERA features new turbocharged engines and a high-tech, touch-activated control layout. Optional air suspension and advanced safety features are also included. This large, four-door luxury car hides beneath a coupe silhouette and remains largely true to the marque. The first-generation Panamera delivered performance and agility along with enough room for four adults to ride comfortably. In our tests we found the Panamera enjoyable to drive, with excellent steering feel and lots of cornering grip. The ride was a bit on the firm side for a luxury car, though.

Overall Score	NA
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $99,900-$146,900
Body Styles: 4-door hatchback
Trim Lines: 4 E-Hybrid, 4S, Turbo
Drive Wheels: AWD
Seating: 2 front, 2 rear
Engines: 2.9-liter V6 turbo (440 hp); 2.9-liter V6 + electric (462 hp); 4.0-liter V8 turbo (550 hp)
Transmissions: 8-speed sequential

Reliability History

TROUBLE SPOTS	Porsche Panamera 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 199
Width (in.) 76
Height (in.) 56
Wheelbase (in.) 116
Weight (lb.) 4,165
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,375
Cargo Volume, cu.ft. 17
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg . . . . . NA

Ram 1500

THIS IS THE most comfortable-riding full-sized pickup on the market, yet the Ram is also plenty capable of grunt work. Its coil-spring rear suspension helps cushion the ride, and the spacious cab is luxury-car quiet. Our Big Horn Crew Cab, with its smooth 5.7-liter V8, averaged 15 mpg. The base 3.6-liter V6 is no weakling, but it tows less. The torquey 3.0-liter diesel V6 version is expensive but delivers effortless thrust and returns a class-leading 20 mpg overall. Rear-seat room is generous, and the Uconnect 8.4-inch touch-screen infotainment system is easy to use. Reliability has been well below average.

Overall Score	58
Predicted Reliability	
Owner Satisfaction	
Road Test Score	81-82
Crash Prevention	NA

Base Price: $26,295-$56,295
Body Styles: crew cab; extended cab; regular cab
Trim Lines: Big Horn, Express, HFE, Laramie, Laramie Limited, Lone Star, Outdoorsman, Rebel, SLT, Sport, Tradesman
Drive Wheels: Rear or 4WD
Seating: 2 front, 3 rear
Engines: 3.0-liter V6 turbodiesel (240 hp); 3.6-liter V6 (305 hp); 5.7-liter V8 (395 hp)
Transmissions: 6-& 8-speed auto.

Reliability History

TROUBLE SPOTS	Ram 1500 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 229
Width (in.) 79
Height (in.) 79
Wheelbase (in.) 141
Weight (lb.) 5,495
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,270
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 10,050
Fuel
Regular or diesel
CR overall mpg 15-20

* Indicates insufficient data Years in red indicate redesigned or introduced

Smart ForTwo

ALTHOUGH THE SECOND-GENERATION Smart is improved, it's still not a smart choice unless easy parking is a priority. Tiny dimensions and a diminutive turning circle make it a breeze to park. Handling is fairly responsive but the ride is jittery and jumpy. Noise and vibration from the turbocharged, three-cylinder, 89-hp engine buzzes through the car. The six-speed dual-clutch automatic is better than the original's rocky-shifting transmission, but still causes idle vibration. Given the car's size and slow acceleration, you'd expect better than 36 mpg overall on premium fuel. Funky interior details and cheerful colors and textures abound, and the tall stance eases cabin access. An electric-drive version is also available.

Overall Score	41
Predicted Reliability	⌄*
Owner Satisfaction	⌃*
Road Test Score	41
Crash Prevention	Opt.

Base Price: $15,250-$18,000
Body Styles: 2-door hatchback; convertible
Trim Lines: Passion, Prime, Proxy, Pure
Drive Wheels: Rear
Seating: 2 front
Engines: 0.9-liter 3 turbo (89 hp)
Transmissions: 5-speed manual; 6-speed sequential

Reliability History

TROUBLE SPOTS	Smart ForTwo 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average ⌄		

Facts & Figures

Exterior Dimensions
Length (in.) 106
Width (in.) 65
Height (in.) 61
Wheelbase (in.) 74
Weight (lb.) 2,140
% weight front/rear 45/55
Cargo Measurement
Max. Load (lb.) 465
Cargo Volume, cu.ft. 8
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 36

Subaru BRZ

DEVELOPED WITH TOYOTA, Subaru's first rear-wheel-drive sports car features a 2.0-liter four-cylinder with a choice of a six-speed manual or automatic. Handling is super-responsive, with cornering precision that makes the BRZ fun to drive. The car turns in promptly, with almost no body lean. The steering is quick and well-weighted. At its limits, the BRZ is slightly more forgiving than its mechanical sibling, the Toyota 86 (the old Scion FR-S). That difference makes the BRZ less prone to sliding its tail during spirited driving. The ride is also a bit more jittery than in the FR-S. The cabin is relatively plain, with well-bolstered sport seats, but the ride and elevated noise can be taxing.

Overall Score	73
Predicted Reliability	!*
Owner Satisfaction	!*
Road Test Score	79
Crash Prevention	NA

Base Price: $25,395-$28,495
Body Styles: coupe
Trim Lines: Limited, Premium
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 (205 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Subaru BRZ 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 167
Width (in.) 70
Height (in.) 51
Wheelbase (in.) 101
Weight (lb.) 2,770
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 700
Cargo Volume, cu.ft. 7
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 30

Subaru Crosstrek

THE CROSSTREK IS a small quasi-SUV version of the previous-generation Impreza hatchback, with a raised ride height that gives it enough clearance to slosh through deeply rutted roads. It may appeal to those people who live at the end of a dirt road and don't want anything big and bulky. The cabin is rather noisy, the ride is stiff, and the 148-hp, 2.0-liter four-cylinder engine occasionally has to work hard, but fuel economy is a gratifying 26 mpg. The costlier Hybrid, and its 28 mpg, has been discontinued for 2017. In the end, the regular Impreza hatch may be a better choice: It's quieter, quicker, cheaper, and better riding, even if its lower ride height makes cabin access a bit more difficult.

Overall Score	75-76
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Opt.

Base Price: $21,595-$29,995
Body Styles: 4-door SUV
Trim Lines: Base, Hybrid, Hybrid Touring, Limited, Premium
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (148 hp); 2.0-liter 4 hybrid (160 hp)
Transmissions: 5-speed manual; CVT

Reliability History

TROUBLE SPOTS	Subaru Crosstrek 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 175
Width (in.) 70
Height (in.) 62
Wheelbase (in.) 104
Weight (lb.) 3,165
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 23
Towing Capacity (lb.) 1,500
Fuel
Regular
CR overall mpg 26-28

Subaru Forester

HITTING THE SWEET spot among small SUVs, the Forester delivers a spacious interior, impressive safety equipment and crashworthiness, and outstanding visibility in a right-sized, affordable package. Fuel economy is excellent at 26 mpg overall, especially given the standard AWD. The ride is supple and handling is very secure. Engine noise is pronounced at times. Controls are straightforward and easy to use. The infotainment and connectivity systems have finally been updated with an intuitive touch screen. Mid-trim Foresters bring a lot of content for the money, but it's easy to crest $30,000 with options packages. A feisty turbo comes with XT trim but compromises the value equation. The optional (and recommended) EyeSight system includes lane-departure warning and front-collision warning.

Overall Score	83
Predicted Reliability	
Owner Satisfaction	
Road Test Score	85
Crash Prevention	Opt.

Base Price: $22,595-$34,295
Body Styles: 4-door SUV
Trim Lines: 2.0XT Premium, 2.0XT Touring, 2.5i, 2.5i Limited, 2.5i Premium, 2.5i Touring
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (250 hp); 2.5-liter 4 (170 hp)
Transmissions: 6-speed manual; CVT

Reliability History

TROUBLE SPOTS	Subaru Forester 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 181
Width (in.) 71
Height (in.) 66
Wheelbase (in.) 104
Weight (lb.) 3,370
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 35.5
Towing Capacity (lb.) 1,500
Fuel
Regular or premium
CR overall mpg 26

* Indicates insufficient data Years in red indicate redesigned or introduced

Subaru Impreza

THE REDESIGNED 2017 Impreza compact has more available safety equipment and a roomier interior. Still available in both sedan and five-door hatchback body styles, the Impreza continues to feature standard all-wheel drive. The new platform, with its longer wheelbase and wider cabin, should improve stability and ride comfort while aiding noise suppression. The 2.0-liter, four-cylinder engine is mated to a standard continuously variable transmission, and Subaru says the Impreza won't be offered with a manual gearbox. High trim lines feature a "manual mode" with paddle shifters that allow the driver to override the transmission through seven pre-set ratios. Subaru's EyeSight suite of advanced safety gear is available.

Overall Score	NA
Predicted Reliability	^*
Owner Satisfaction	^*
Road Test Score	NA
Crash Prevention	Opt.

Base Price: $18,700-$24,000E
Body Styles: sedan; wagon
Trim Lines: 2.0i, Limited, Premium, Sport
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 (152 hp)
Transmissions: CVT

Reliability History

TROUBLE SPOTS	Subaru Impreza 14	15	16
Engine Major	^^	^^	^^
Engine Minor	^	^^	^^
Engine Cooling	^^	^^	^^
Transmission Major	^^	^^	^^
Transmission Minor	^^	^^	^^
Drive System	^^	^^	^^
Fuel System	^^	^^	^^
Electrical	^^	^^	^^
Climate System	^^	^^	^^
Suspension	^^	^^	^^
Brakes	^^	^^	^^
Exhaust	^^	^^	^^
Paint/Trim	!	^	^
Noises/Leaks	^^	^	^^
Body Hardware	^	^	^^
Power Equipment	^	^	^^
In-Car Electronics	^^	!	^
USED CAR VERDICTS	^^	!	^^
NEW CAR PREDICTION	Better than average ^		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 70
Height (in.) 57
Wheelbase (in.) 105
Weight (lb.) 3,015
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 12
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg . . . . . NA

Subaru Legacy

THE LEGACY IS one of the roomier, quieter, and more refined midsized sedans--attributes that help it become one of our top-scoring vehicles in the class. Its ride is better than some luxury cars, and handling is sound and secure. The 2.5-liter four-cylinder is no rocket, but it gets the job done and returns 26 mpg overall. A stronger, quieter 3.6-liter six-cylinder transforms the car, giving it strong performance. The unobtrusive CVT behaves much like a conventional automatic. The infotainment system includes an easy-to-use touch screen with Internet radio and Bluetooth. A rear camera is standard. Advanced safety gear like blind-spot monitoring and the EyeSight safety suite, including forward-collision warning with automatic braking, is optional.

Overall Score	79
Predicted Reliability	!
Owner Satisfaction	^
Road Test Score	89
Crash Prevention	Opt.

Base Price: $21,995-$31,640
Body Styles: sedan
Trim Lines: 2.5i, 2.5i Limited, 2.5i Premium, 2.5 Sport, 3.6R Limited
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (175 hp); 3.6-liter 6 (256 hp)
Transmissions: CVT

Reliability History

TROUBLE SPOTS	Subaru Legacy 14	15	16
Engine Major	^^	^^	^^
Engine Minor	^	^^	^^
Engine Cooling	^^	^^	^^
Transmission Major	^^	^^	^^
Transmission Minor	^^	^^	^^
Drive System	^^	^^	^^
Fuel System	^^	!	^^
Electrical	^^	^^	^^
Climate System	^	^^	^^
Suspension	^^	^^	^
Brakes	^^	!	^^
Exhaust	^^	^^	^^
Paint/Trim	^	^^	^^
Noises/Leaks	!	^	^^
Body Hardware	^^	^	^^
Power Equipment	^	^^	^^
In-Car Electronics	^	!	!
USED CAR VERDICTS	^^	!	!
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 189
Width (in.) 72
Height (in.) 59
Wheelbase (in.) 108
Weight (lb.) 3,470
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 26

Subaru Outback

AN SUV ALTERNATIVE for the non-conformist, the Outback wagon is roomy, functional, and appeals to the practical-minded buyer. It rides very comfortably, with secure handling. Standard AWD delivers reassuring traction in wintry conditions. The 2.5-liter four-cylinder returns 24 mpg overall, and drives through a standard continuously variable transmission. Opting for the 3.6-liter six-cylinder makes the car quicker, quieter, and thirstier, conceding 2 mpg. The controls are all easy-to-use, including the touch-screen infotainment system. The wagon's generous rear seat is roomy enough for three adults. The generous cargo area is comparable to a Forester or Toyota RAV4, with a lower loading height to boot. The affordable EyeSight safety suite adds blind-spot monitoring and forward-collision warning with automatic braking.

Overall Score	73-75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82-85
Crash Prevention	Opt.

Base Price: $25,645-$38,195
Body Styles: wagon
Trim Lines: 2.5i, 2.5i Limited, 2.5i Premium, 2.5i Touring, 3.6R Limited, 3.6R Touring
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (175 hp); 3.6-liter 6 (256 hp)
Transmissions: CVT

Reliability History

TROUBLE SPOTS	Subaru Outback 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 72
Height (in.) 66
Wheelbase (in.) 108
Weight (lb.) 3,640
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 34
Towing Capacity (lb.) 2,700
Fuel
Regular
CR overall mpg 22-24

Subaru WRX/STI

WITH ITS BLISTERING acceleration and tenacious cornering grip, the WRX is built for the enthusiast driver. A six-speed manual is standard, but a CVT is offered. Power is abundant, handling is nimble, and the WRX is very capable on the track. But the ride is very stiff and choppy, and the clunky shifter and abrupt clutch engagement make the WRX frustrating as a daily driver. The higher-performance WRX STi has transmission and suspension differences along with a stronger 305-hp engine. New for 2016 is Subaru's Eyesight assistance package, which includes lane-keep assist, pre-collision braking, and lane-departure warning. Blind-spot detection and rear cross-traffic alert are also available. Reliability has dropped to below average.

Overall Score	59
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75
Crash Prevention	Opt.

Base Price: $26,695-$39,995
Body Styles: sedan
Trim Lines: STi, STi Limited, WRX, WRX Limited, WRX Premium
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (268 hp); 2.5-liter 4 turbo (305 hp)
Transmissions: 6-speed manual; CVT

Reliability History

TROUBLE SPOTS	Subaru WRX/STI 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 180
Width (in.) 69
Height (in.) 58
Wheelbase (in.) 103
Weight (lb.) 3,320
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 11
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 26

* Indicates insufficient data Years in red indicate redesigned or introduced

Tesla Model S

RECEIVING A MIDYEAR freshening, this sporty four-door luxury car seats five (or seven with the optional rear-facing jump seats) and just happens to be electric. With its optional 90-kWh battery—the largest available—it has a claimed range of 294 miles. The 85-kWh P85D that we tested had a 220-mile range and can be fully charged in about 5 hours on a dedicated Tesla connector. Performance is exceptional, with thrilling acceleration, pinpoint handling, and a firm yet comfortable ride. A huge iPad-like center screen controls many functions. Drawbacks include tight access, restricted visibility, and range limitations, especially in cold weather. All-wheel drive and active safety features are also available. Reliability has improved to average.

Overall Score	88
Predicted Reliability	
Owner Satisfaction	
Road Test Score	100
Crash Prevention	Std./

Base Price: $66,000-$134,500
Body Styles: sedan
Trim Lines: 60, 60D, 75, 75D, 90D, P100D, P90D
Drive Wheels: Rear or AWD
Seating: 2 front, 3 rear, 2 third
Engines: Electric (315 hp); Electric (328 hp); Electric (417 hp); Electric (463 hp); Electric (532 hp)
Transmissions: 1-speed direct

Reliability History

TROUBLE SPOTS	Tesla Model S 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 196
Width (in.) 77
Height (in.) 57
Wheelbase (in.) 117
Weight (lb.) 4,960
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 890
Cargo Volume, cu.ft. 32
Towing Capacity (lb.) . . . . . NR
Fuel
Electric
CR overall mpg 87

Tesla Model X

THE ELECTRIC-POWERED MODEL X is more showy than practical. It features rear doors that open up and out of the way, giving easy access to rear seats. But these massive doors take their time to open and close. The huge windshield extends up and over the front-seat occupants, making the cabin feel airy and futuristic. Buyers can opt for five-, six-, or seven-passenger seating configurations, but unlike every other SUV, the second row doesn't fold, which compromises utility. Like the S, the Model X is very quick and handles well. Ride comfort and noise isolation aren't as good as in the S, however. The 90-kWh version we tested had a realistic 230-mile range. First-year reliability has been well below average.

Overall Score	58
Predicted Reliability	
Owner Satisfaction	
Road Test Score	76
Crash Prevention	Std./

Base Price: $72,800-$134,300
Body Styles: 4-door SUV
Trim Lines: 60D, 75D, 90D, P100D, P90D
Drive Wheels: AWD
Seating: 2 front, 2 rear, 2 third
Engines: Electric (328 hp); Electric (417 hp); Electric (463 hp); Electric (532 hp)
Transmissions: 1-speed direct

Reliability History

TROUBLE SPOTS	Tesla Model X 14	15	16
Engine Major	*	*	
Engine Minor	*	*	
Engine Cooling	*	*	
Transmission Major	*	*	
Transmission Minor	*	*	
Drive System	*	*	
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 198
Width (in.) 82
Height (in.) 64
Wheelbase (in.) 117
Weight (lb.) 5,415
% weight front/rear 50/50
Cargo Measurement
Max. Load (lb.) 1,170
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 5,000
Fuel
Electric
CR overall mpg 92

Alert: This vehicle can be outfitted with a semi-autonomous driving package. Consumer Reports believes automakers should take stronger steps to ensure that vehicles with those systems are designed, deployed, and marketed safely. Please heed all warnings, and keep your hands on the wheel.

Toyota 4Runner

TOUGH AND READY to tackle off-roading adventures, the truck-based 4Runner falls short of most modern SUVs. Its rough-sounding 4.0-liter V6 is powerful and reasonably fuel-efficient. But the ride is unsettled, and handling is clumsy. The body leans while cornering, and the bobbing and bouncing ride chips away at driver confidence. Limited versions have a tighter suspension with somewhat better control, but at the expense of a stiffer ride. A high step-in and low ceiling compromise access and driving position. The SR5's 4WD system is part-time only. A third-row seat is optional, and the power-retractable rear window is handy. Reliability is well above average, but it scores too low to be recommended.

Overall Score	62
Predicted Reliability	
Owner Satisfaction	
Road Test Score	55
Crash Prevention	NA

Base Price: $34,010-$42,325
Body Styles: 4-door SUV
Trim Lines: Limited, SR5, SR5 Premium, TRD Off-Road, TRD Off-Road Premium, TRD Pro
Drive Wheels: Rear or 4WD
Seating: 2 front, 3 rear, 2 third
Engines: 4.0-liter V6 (270 hp)
Transmissions: 5-speed automatic

Reliability History

TROUBLE SPOTS	Toyota 4Runner 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 190
Width (in.) 76
Height (in.) 72
Wheelbase (in.) 110
Weight (lb.) 4,665
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 1,155
Cargo Volume, cu.ft. 44.5
Towing Capacity (lb.) 4,700
Fuel
Regular
CR overall mpg 18

Toyota 86

FOR 2017, THE Scion FR-S is renamed as the Toyota 86. Jointly developed with Subaru, the rear-wheel-drive 86 features a 2.0-liter four-cylinder, teamed with a choice of a six-speed manual or automatic transmission. Its low curb weight and optimal weight distribution give it precise handling at its limits. In corners, the car turns in promptly, with almost no body lean, but it can be challenging at its limits. The steering is well-weighted, and the ride is slightly more compliant than its Subaru BRZ sibling. Inside, the cabin is relatively plain, with well-bolstered sport seats, but the stiff ride and elevated noise can be taxing. The vestigial rear seats are best left for cargo. 2016 brought a standard audio system with a seven-inch touchscreen display.

Overall Score	73
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	78
Crash Prevention	NA

Base Price: $26,255-$26,975
Body Styles: coupe
Trim Lines: Base
Drive Wheels: Rear
Seating: 2 front, 2 rear
Engines: 2.0-liter 4 (205 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Toyota 86 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 167
Width (in.) 70
Height (in.) 51
Wheelbase (in.) 101
Weight (lb.) 2,770
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 700
Cargo Volume, cu.ft. 7
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 30

* Indicates insufficient data Years in red indicate redesigned or introduced

Toyota Avalon

SPACIOUS, QUICK, AND quiet, the Avalon is an old-school big sedan, updated for modern times. Power comes from a lively 268-hp, 3.5-liter V6, which delivers punchy performance and a commendable 24 mpg overall. The four-cylinder hybrid version delivers an outstanding 36 mpg overall. Easy-to-use controls include a straightforward touch-screen infotainment system. Interior noise is subdued. Toyota improved the ride quality in 2016 without degrading the car's handling. Now the ride fits the car's mission as being a plush and comfortable cruiser. 2017 brings standard advanced safety features such as forward-collision warning and automatic emergency braking. Reliability has been above average.

Overall Score	83
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Std./

Base Price: $32,650-$41,950
Body Styles: sedan
Trim Lines: Hybrid Limited, Hybrid Premium, Hybrid Touring, Limited, Premium, Touring, XLE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 hybrid (200 hp); 3.5-liter V6 (268 hp)
Transmissions: 6-speed automatic; CVT

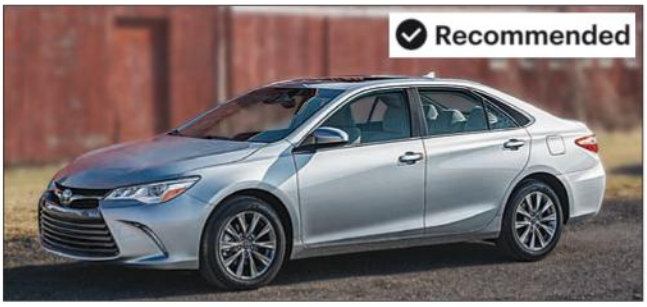
Facts & Figures

Exterior Dimensions
Length (in.) 195
Width (in.) 72
Height (in.) 58
Wheelbase (in.) 111
Weight (lb.) 3,590
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 930
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 24

Reliability History

TROUBLE SPOTS	Toyota Avalon 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Toyota Camry



SURE, IT MIGHT seem vanilla, but the Camry truly delivers what shoppers want in a midsize sedan. And vanilla happens to be the best-selling flavor of ice cream. The Camry's no-fuss driving experience -- great outward visibility, controls that fall easily to hand, a roomy interior -- may not be the most thrilling in its class, but it's far from its undeserved boring reputation. A quiet cabin, slick powertrains, a comfortable ride, and sound handling make it pleasant and capable. Year after year this sedan delivers outstanding reliability and solid owner satisfaction. The Camry also scored impressive crash-test results, as well as very competitive fuel economy, which tops out with the Hybrid's 38 mpg.

Overall Score	83-85
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84-87
Crash Prevention	Opt.

Base Price: $23,070-$31,370
Body Styles: sedan
Trim Lines: Hybrid LE, Hybrid SE, Hybrid XLE, LE, SE, XLE, XSE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (178 hp); 2.5-liter 4 hybrid (200 hp); 3.5-liter V6 (268 hp)
Transmissions: 6-speed automatic; CVT

Facts & Figures

Exterior Dimensions
Length (in.) 189
Width (in.) 72
Height (in.) 58
Wheelbase (in.) 109
Weight (lb.) 3,155
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 905
Cargo Volume, cu.ft. 15
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 26-38

Reliability History

TROUBLE SPOTS	Toyota Camry 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

WORSE BETTER

Toyota Corolla

THE COROLLA DELIVERS a relatively comfortable ride for a small car and has a quiet, spacious interior. Handling is lackluster but very secure. A sportier S version has a more taut, responsive suspension. The continuously variable transmission is adequate in delivering power to the wheels. Fuel economy is excellent at 32 mpg overall, and returns 43 mpg on the highway. Interior upgrades include standard Bluetooth connectivity, automatic climate control, and a touch-screen radio with simple controls. Inside, padded and stitched surfaces contrast with a number of drab, hard-plastic bits. The rear seat is one of the roomiest in the category. For the 2017 model year, Toyota has made forward collision warning and emergency auto braking standard.

Overall Score	75
Predicted Reliability	
Owner Satisfaction	
Road Test Score	71
Crash Prevention	Std./

Base Price: $18,500-$22,680
Body Styles: sedan
Trim Lines: 50th Anniversary Edition, L, LE, LE Eco, SE, XLE, XSE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (132 hp); 1.8-liter 4 (140 hp)
Transmissions: 6-speed manual; CVT

Reliability History

TROUBLE SPOTS	Toyota Corolla 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 70
Height (in.) 57
Wheelbase (in.) 106
Weight (lb.) 2,900
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 865
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 32

Toyota Corolla iM

THE IM HATCHBACK is essentially a better-handling Corolla hatchback, and is highlighted by its angular styling and sub-$20,000 starting price. Sized like a Mazda3, the iM gets a 137-hp, 1.8-liter four-cylinder engine hooked up to either a six-speed manual or a CVT. We got 31 mpg overall with the CVT in our testing. The iM possesses taut handling and a decent level of standard equipment, including automatic climate control and audio controls on the steering wheel. But acceleration is short on zip, and neither the ride nor the rear seat is as comfortable as the Corolla's. Unfortunately, a sunroof is not available. For 2017 Toyota retired the Scion brand, so this car is now called Corolla iM. Also new for 2017, Toyota has made forward collision warning and emergency auto braking standard.

Overall Score	70
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	64
Crash Prevention	Std./

Base Price: $18,750-$19,490
Body Styles: 4-door hatchback
Trim Lines: —
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 (137 hp)
Transmissions: 6-speed manual; CVT

Reliability History

TROUBLE SPOTS	Toyota Corolla iM 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 171
Width (in.) 69
Height (in.) 58
Wheelbase (in.) 102
Weight (lb.) 2,990
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 915
Cargo Volume, cu.ft. 21
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 31

* Indicates insufficient data Years in red indicate redesigned or introduced

Toyota Highlander

THE TOYOTA HIGHLANDER ranks among the best midsized, three-row SUVs, with a desirable balance of absorbent ride, responsive handling, and generous interior space. A third row allows seating for eight in a pinch—or seven with optional second-row captain's chairs—and folds flat easily for more cargo stowage. The smooth and punchy 3.5-liter V6 is matched to a six-speed automatic (an eight-speed arrives for 2017). The Hybrid gets 25 mpg overall compared to the conventional engine's 20. It's a long reach to some controls, particularly the standard 6.1-inch touch screen. The Entune system includes a larger 8-inch screen. A comprehensive suite of safety technology, including forward collision warning and emergency auto braking standard, will also be available for the 2017 model year.

Overall Score	85-86
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84-85
Crash Prevention	Std./

Base Price: $29,990-$50,485
Body Styles: 4-door SUV
Trim Lines: Hybrid LE, Hybrid Limited, Hybrid Platinum, Hybrid XLE, LE, LE Plus, Limited, SE, XLE
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 3 third
Engines: 2.7-liter 4 (185 hp); 3.5-liter V6 (295 hp); 3.5-liter V6 hybrid (306 hp)
Transmissions: 8-spd. auto.; CVT

Reliability History			
TROUBLE SPOTS	Toyota Highlander		
	14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 191
Width (in.) 76
Height (in.) 68
Wheelbase (in.) 110
Weight (lb.) 4,490
% weight front/rear 55/45
Cargo Measurement
Max. Load (lb.) 1,385
Cargo Volume, cu.ft. 40.5
Towing Capacity (lb.) 5,000
Fuel
Regular
CR overall mpg 20-25

Toyota Land Cruiser

TOYOTA'S FLAGSHIP SUV has the same powerful 5.7-liter V8 as the Tundra pickup. It is luxurious, quick, quiet, comfortable, and refined, but it is thirsty for fuel at 14 mpg overall. It rides very comfortably, and the interior is roomy and well-finished. Expect terrific off-road performance, helped by its crawl mode to ascend and descend steep slopes. But on-road handling falls well short. The Land Cruiser receives a number of interior and exterior styling updates for 2016, as well as a new eight-speed automatic transmission. Blind-spot monitoring, lane-departure warning, adaptive cruise control, and rear cross-traffic alert are also standard. Electronic connectivity is also updated, with Toyota's Entune touch-screen audio system standard.

Overall Score	74
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	68
Crash Prevention	Std./

Base Price: $84,325
Body Styles: 4-door SUV
Trim Lines: Base
Drive Wheels: 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.7-liter V8 (381 hp)
Transmissions: 8-speed automatic

Reliability History			
TROUBLE SPOTS	Toyota Land Cruiser		
	14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 195
Width (in.) 78
Height (in.) 74
Wheelbase (in.) 112
Weight (lb.) 5,855
% weight front/rear 52/48
Cargo Measurement
Max. Load (lb.) 1,230
Cargo Volume, cu.ft. 43
Towing Capacity (lb.) 8,200
Fuel
Regular
CR overall mpg 14

WORSE — BETTER

Toyota Mirai

THE $57,000 MIRAI is the first hydrogen-powered fuel-cell vehicle available for retail sale. It has a range of 300 miles on a single fill-up of five kg of hydrogen (the energy equivalent of five gallons of gas). It typically takes 15 minutes to fill the tank. The Mirai is sold only in areas near existing or planned fueling stations on the coasts. Acceleration from the 153-hp electric motor feels sluggish in this heavy car, but otherwise it feels like driving a conventional car. It's about the size of a Camry and seats four. The optional power takeoff can let owners run their home if the power goes out. It is on sale in California and the Northeast, and Toyota is offering free fuel for the duration of the $499 per month, three-year lease.

Overall Score	NA
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	NA
Crash Prevention	Std./

Base Price: $57,500
Body Styles: sedan
Trim Lines: —
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: Electric (153 hp)
Transmissions: 1-speed direct

Reliability History

TROUBLE SPOTS	Toyota Mirai 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 193
Width (in.) 72
Height (in.) 60
Wheelbase (in.) 109
Weight (lb.) 4,100
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 690
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) . . . . . NR
Fuel
Hydrogen
EPA combined mpg 67

Toyota Prius

THE NEW PRIUS is longer, lower, and wider than the previous version. It relies on a new platform with an independent rear suspension that contributes to more responsive handling and a steadier ride. We got 52 mpg overall, a significant improvement over the previous-generation's 44 mpg. Colorful digital gauges dominate the dashboard and make it easier to access the infotainment features. The sensible Prius has always been about efficiency and low running costs. The car can still drive solely on electric, up to about 25 mph typically, and the engine is now quieter when it kicks in. However, the seats are rather chintzy, tire noise is noticeable, and cabin access is not as easy because of the car's lower stance. A plug-in version, the Prius Prime, arrives in the fall.

Overall Score	81
Predicted Reliability	
Owner Satisfaction	
Road Test Score	75
Crash Prevention	Std./

Base Price: $24,685-$30,015
Body Styles: 4-door hatchback
Trim Lines: Four, Three, Two
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 hybrid(121 hp)
Transmissions: CVT

Reliability History

TROUBLE SPOTS	Toyota Prius 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 179
Width (in.) 69
Height (in.) 58
Wheelbase (in.) 106
Weight (lb.) 3,080
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 825
Cargo Volume, cu.ft. 22
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 52

* Indicates insufficient data Years in red indicate redesigned or introduced

Toyota Prius C

THIS SMALLER, LESS expensive alternative to the regular Prius feels like a Spartan subcompact, but with a hybrid powertrain. In the end, you pretty much get what you pay for, and it is no substitute for the real Prius. The C has a harsh ride, a noisy engine, and slow acceleration. The interior looks and feels cheap, the driving position and rear seats are cramped, and there's little cargo space. However, its 37 mpg makes the Prius C one of the most frugal vehicles we've tested, and its 43 mpg overall is just 1 mpg less than the previous-generation Prius hatchback. Its tiny dimensions make it a natural for urban driving. Reliability is above average, but the Prius C scored too low to be recommended. For the 2017 model year, forward-collision warning and emergency auto braking are standard.

Overall Score	61
Predicted Reliability	
Owner Satisfaction	
Road Test Score	55
Crash Prevention	Std./

Base Price: $19,560-$24,495
Body Styles: 4-door hatchback
Trim Lines: Four, One, Persona SE, Three, Two
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 hybrid (99 hp)
Transmissions: CVT

Reliability History

TROUBLE SPOTS	Toyota Prius C 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 157
Width (in.) 67
Height (in.) 57
Wheelbase (in.) 100
Weight (lb.) 2,545
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 845
Cargo Volume, cu.ft. 17
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 43

Toyota Prius V

THIS WAGON VERSION of the previous-generation Prius offers a very roomy rear seat and a generous cargo area. It's about the size of the Ford C-Max, its main competitor. Despite its extra weight and a less aerodynamic shape, the V still got an excellent 41 mpg overall in our tests. The electric motor and engine have to work fairly hard, especially when the car is loaded with cargo. The ride is comfortable, but uneven pavement can cause an annoying side-to-side rocking. Handling is sound and secure, but hardly inspiring. Rear visibility is better than in the standard Prius. The Prius V now scores a Good in the latest IIHS small-overlap crash test. A larger 4.1-inch dash-top screen for trip computer functions is also new.

Overall Score	76
Predicted Reliability	
Owner Satisfaction	
Road Test Score	73
Crash Prevention	Opt.

Base Price: $26,675-$30,935
Body Styles: wagon
Trim Lines: Five, Four, Three, Two
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 hybrid (134 hp)
Transmissions: CVT

Reliability History

TROUBLE SPOTS	Toyota Prius V 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 70
Height (in.) 62
Wheelbase (in.) 109
Weight (lb.) 3,280
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 915
Cargo Volume, cu.ft. 32
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 41

Toyota RAV4

FOR YEARS, THE RAV4 has consistently been among the top-ranked small SUVs. Freshened for 2016, the cabin is quieter; the ride is smoother; it has a suite of advanced safety features; and offers a frugal hybrid version. The energetic 2.5-liter four-cylinder and smooth six-speed automatic returned 24 mpg overall in our tests of an AWD version. The hybrid version gets a terrific 31 mpg overall. Handling is responsive and very secure. Inside, the controls are clear and intuitive. While the XLE comes with the automatic climate control and sunroof, you must step up to the Limited trim to get adjustable lumbar support and the more-comfortable faux-leather seats. Access is very easy, and the rear seat is roomy. For the 2017 model year, forward-collision warning and emergency auto braking are standard.

Overall Score	78-79
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74-75
Crash Prevention	Std./

Base Price: $24,910-$36,150
Body Styles: 4-door SUV
Trim Lines: Hybrid Limited, Hybrid XLE, LE, Limited, Platinum, XLE
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.5-liter 4 (176 hp); 2.5-liter 4 hybrid (194 hp)
Transmissions: 6-speed automatic; CVT

Reliability History

TROUBLE SPOTS	Toyota RAV4 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 180
Width (in.) 73
Height (in.) 65
Wheelbase (in.) 105
Weight (lb.) 3,620
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 900
Cargo Volume, cu.ft. 37
Towing Capacity (lb.) 1,500
Fuel
Regular
CR overall mpg 24-31

Toyota Sequoia

THE BIG, EIGHT-PASSENGER Sequoia has a strong and refined 5.7-liter V8 paired to a six-speed automatic. That combination returned 15 mpg overall in our tests. Rear- and selectable, full-time four-wheel drive are available. The ride is firm, and handling is clumsy but secure. The independent rear suspension allows the third-row seat to fold flat into a well. It's a high step-in to get into the cabin, but once inside passengers will find the interior to be very roomy. Updates for 2016 include available blind-spot monitoring and lane-departure warning. Electronic connectivity is also updated, with Toyota's Entune touch-screen audio system standard.

Overall Score	65
Predicted Reliability	*
Owner Satisfaction	
Road Test Score	60
Crash Prevention	NA

Base Price: $48,550-$65,080
Body Styles: 4-door SUV
Trim Lines: Limited, Platinum, SR5
Drive Wheels: Rear or 4WD
Seating: 2 front, 3 rear, 3 third
Engines: 5.7-liter V8 (381 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Toyota Sequoia 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 205
Width (in.) 80
Height (in.) 75
Wheelbase (in.) 122
Weight (lb.) 6,025
% weight front/rear 51/49
Cargo Measurement
Max. Load (lb.) 1,230
Cargo Volume, cu.ft. 61
Towing Capacity (lb.) 7,300
Fuel
Regular
CR overall mpg 15

* Indicates insufficient data Years in red indicate redesigned or introduced

Toyota Sienna

AS MINIVANS GO the Sienna is a sensible choice, but it isn't very engaging to drive. The Sienna rides very comfortably and it is quiet inside, but handling is lackluster. The 3.5-liter V6 is lively and returned a respectable 20 mpg overall in our tests with the six-speed automatic. The all-wheel-drive version—the only such minivan on the market—sacrifices just 1 mpg. An eighth seat cleverly stores in the back when it isn't installed in place. That update also brought a standard backup camera, an additional LATCH attachment, and a front-passenger seat-cushion airbag. Reliability has been above average. That and the availability of all-wheel drive are the Sienna's biggest advantages over the Honda Odyssey. 2017 brings an eight-speed automatic and additional horsepower.

Overall Score	78-80
Predicted Reliability	
Owner Satisfaction	
Road Test Score	78-80
Crash Prevention	Opt.

Base Price: $27,645-$47,310
Body Styles: minivan
Trim Lines: L, LE, Limited, Limited Premium, SE, SE Premium, XLE, XLE Premium
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 3 third
Engines: 3.5-liter V6 (296 hp)
Transmissions: 8-speed automatic

Facts & Figures

Exterior Dimensions
Length (in.) 200
Width (in.) 78
Height (in.) 71
Wheelbase (in.) 119
Weight (lb.) 4,445
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,390
Cargo Volume, cu.ft. 70.5
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 19-20

Reliability History

TROUBLE SPOTS	Toyota Sienna 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Toyota Tacoma

THE TACOMA IS as rough and tumble as it has always been. Toyota's compact pickup features a 3.5-liter V6 hooked up to either a six-speed manual or a six-speed automatic transmission. A 2.7-liter four-cylinder engine, which can be mated to a five-speed manual, is also available. Both two- and four-wheel-drive models are offered. Our four-wheel-drive V6 Tacoma delivered a good 19 mpg overall. While the truck is tough-as-nails and delivers impressive off-road prowess, it's primitive. The ride remains stiff, handling is ponderous, the cabin is loud, and the driving position is still awkwardly low. The modern connectivity features are welcome. Safety features such as blind-spot monitoring and rear cross-traffic alert are available. First-year reliability of the redesign has been well-below average.

Overall Score	41
Predicted Reliability	
Owner Satisfaction	
Road Test Score	46
Crash Prevention	NA

Base Price: $24,825-$37,820
Body Styles: crew cab; extended cab
Trim Lines: Limited, SR, SR5, TRD Off-Road, TRD Sport
Drive Wheels: Rear or 4WD
Seating: 2 front, 3 rear
Engines: 2.7-liter 4 (159 hp); 3.5-liter V6 (278 hp)
Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual

Facts & Figures

Exterior Dimensions
Length (in.) 212
Width (in.) 74
Height (in.) 71
Wheelbase (in.) 127
Weight (lb.) 4,450
% weight front/rear 56/44
Cargo Measurement
Max. Load (lb.) 1,000
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 6,400
Fuel
Regular
CR overall mpg 19

Reliability History

TROUBLE SPOTS	Toyota Tacoma 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Toyota Tundra

DESPITE A RECENT freshening that updated the exterior and interior, including improved controls, the Tundra feels outclassed by newer and more refined competitors. It offers a standard two-door regular cab and two sizes of crew cabs. You can choose between a very powerful 5.7-liter V8 and a 4.6-liter V8. The six-speed automatic is very smooth and responsive. Handling is secure, but the ride with the TRD package is way too stiff. The cabin is very roomy, but it's a long reach to some controls. Towing performance is extremely capable. The damped rear tailgate is easy to raise and lower.

Overall Score	67
Predicted Reliability	
Owner Satisfaction	
Road Test Score	63
Crash Prevention	NA

Base Price: $30,020-$50,030
Body Styles: crew cab; extended cab; regular cab
Trim Lines: 1794 Edition, Limited, Platinum, SR, SR5, TRD Pro
Drive Wheels: Rear or 4WD
Seating: 2 front, 3 rear
Engines: 4.6-liter V8 (310 hp); 5.7-liter V8 (381 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Toyota Tundra 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 229
Width (in.) 80
Height (in.) 76
Wheelbase (in.) 146
Weight (lb.) 5,740
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 1,395
Cargo Volume, cu.ft. . . . . NA
Towing Capacity (lb.) 10,000
Fuel
Regular
CR overall mpg 15

Toyota Yaris

EVEN AFTER ITS recent face-lift, the Yaris remains a slow, noisy, and tinny subcompact with a choppy ride and an awkward driving position. This two- or four-door hatchback uses a 1.5-liter, four-cylinder engine. A five-speed manual transmission is standard; a four-speed automatic is optional. The Yaris we tested returned 32 mpg overall. All versions have Toyota's Entune infotainment system, with a 6.1-inch touch screen and phone connectivity. A dealer-installed navigation system is available as an option. If you are set on buying a subcompact, the Yaris iA is more fuel efficient and is likely a better choice. For the 2017 model year, forward-collision warning and emergency auto braking are standard.

Overall Score	57
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	47
Crash Prevention	Std./

Base Price: $15,250-$18,000
Body Styles: 2-door hatchback; 4-door hatchback
Trim Lines: L, LE, SE
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.6-liter 4 (106 hp)
Transmissions: 4-speed automatic; 5-speed manual

Reliability History

TROUBLE SPOTS	Toyota Yaris 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 154
Width (in.) 67
Height (in.) 59
Wheelbase (in.) 99
Weight (lb.) 2,385
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 845
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 32

* Indicates insufficient data Years in red indicate redesigned or introduced

Toyota Yaris iA

FOR 2017 THE Scion iA is renamed the Toyota Yaris iA. This four-door sedan is actually built by Mazda and based on the new Mazda2 (not sold in the U.S.) It is powered by a 106-hp, 1.5-liter four-cylinder coupled to either a six-speed manual or automatic. In our testing we got 35 mpg overall with the automatic. The iA proves to be quite pleasant for a subcompact with nimble handling and semi-decent interior decor. It also comes with a standard low-speed pre-collision system that helps the driver avoid collisions. A backup camera is standard. Just like in current Mazda models, the infotainment system consists of a center control knob and a screen, which takes some getting used to master. A navigation system is a dealer-installed option.

Overall Score	67
Predicted Reliability	↑*
Owner Satisfaction	!*
Road Test Score	60
Crash Prevention	Std./!

Base Price: $15,950-$17,050
Body Styles: sedan
Trim Lines: —
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.5-liter 4 (106 hp)
Transmissions: 6-speed automatic; 6-speed manual

Reliability History

TROUBLE SPOTS	Toyota Yaris iA 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much better than average ↑		

Facts & Figures

Exterior Dimensions
Length (in.) 172
Width (in.) 67
Height (in.) 59
Wheelbase (in.) 101
Weight (lb.) 2,420
% weight front/rear 61/39
Cargo Measurement
Max. Load (lb.) 850
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) . . . . . NR
Fuel
Regular
CR overall mpg 35

Volkswagen Beetle

THE BEETLE COUPE and convertible have a roomy-enough interior and decent driving experience. Though the ride is acceptable, it's a bit unsettled. Handling is responsive but not sporty, and gets sloppy in demanding conditions. The 1.8-liter turbocharged four-cylinder has better performance and fuel economy than the 2.5-liter five-cylinder it replaced. Wind noise is excessive, rear visibility is limited, and the long clutch-pedal travel and wide center console compromise the driving position. Updates for 2016 include an available rear-view camera and blind-spot detection. Reliability has been much below average.

Overall Score	46
Predicted Reliability	↓
Owner Satisfaction	↓
Road Test Score	59
Crash Prevention	NA

Base Price: $19,795-$35,745
Body Styles: 2-door hatchback; convertible
Trim Lines: 1.8T, R-Line
Drive Wheels: Front
Seating: 2 front, 2 rear
Engines: 1.8-liter 4 (170 hp); 2.0-liter 4 (210 hp)
Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual; 6-speed sequential

Reliability History

TROUBLE SPOTS	Volkswagen Beetle 14	15	16
Engine Major	↑	*	*
Engine Minor	↑	*	*
Engine Cooling	↑	*	*
Transmission Major	↑	*	*
Transmission Minor	↑	*	*
Drive System	↑	*	*
Fuel System	↓	*	*
Electrical	↑	*	*
Climate System	!	*	*
Suspension	↑	*	*
Brakes	↑	*	*
Exhaust	↑	*	*
Paint/Trim	!	*	*
Noises/Leaks	↓	*	*
Body Hardware	↓	*	*
Power Equipment	↓	*	*
In-Car Electronics	↓	*	*
USED CAR VERDICTS	↓		
NEW CAR PREDICTION	Much worse than average ↓		

Facts & Figures

Exterior Dimensions
Length (in.) 168
Width (in.) 71
Height (in.) 59
Wheelbase (in.) 100
Weight (lb.) 3,040
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 835
Cargo Volume, cu.ft. 11
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or premium
CR overall mpg 27

WORSE — BETTER

Volkswagen CC

STYLE TRUMPS FUNCTION in the CC, resulting in a snug interior, compromised visibility, and difficult cabin access. But the CC is enjoyable to drive, with agile and responsive handling and a taut, composed ride. The 200-hp, 2.0-liter turbo four-cylinder is strong and returns 26 mpg overall with the six-speed automated manual transmission. A more powerful 280-hp, 3.6-liter V6 and AWD are optional. The interior is very well-finished, with comfortable seats up front and, in a pinch, rear seating for three. Some features, such as a sunroof and rear-view camera, are available only on higher-trim versions. The 2016 model year brought USB ports, lane-keeping assist, and adaptive cruise control.

Overall Score	70
Predicted Reliability	! *
Owner Satisfaction	▼ *
Road Test Score	78
Crash Prevention	Opt.

Base Price: $32,685-$43,140
Body Styles: sedan
Trim Lines: Executive, Sport
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (200 hp)
Transmissions: 6-speed automatic

Reliability History

TROUBLE SPOTS	Volkswagen CC 14	15	16
Engine Major	*	*	*
Engine Minor	*	*	*
Engine Cooling	*	*	*
Transmission Major	*	*	*
Transmission Minor	*	*	*
Drive System	*	*	*
Fuel System	*	*	*
Electrical	*	*	*
Climate System	*	*	*
Suspension	*	*	*
Brakes	*	*	*
Exhaust	*	*	*
Paint/Trim	*	*	*
Noises/Leaks	*	*	*
Body Hardware	*	*	*
Power Equipment	*	*	*
In-Car Electronics	*	*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average !		

Facts & Figures

Exterior Dimensions
Length (in.) 189
Width (in.) 73
Height (in.) 56
Wheelbase (in.) 107
Weight (lb.) 3,420
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 925
Cargo Volume, cu.ft. 13
Towing Capacity (lb.) 2,000
Fuel
Premium
CR overall mpg 26

Volkswagen GTI

THE GTI CONTINUES to embody the sporty, practical and affordable hatchback concept. Whether opting for the manual or dual clutch automated transmission, the 2.0-liter turbo is punchy and emits a satisfying sound. We got an impressive 29 mpg overall with our manual-transmission test car. The GTI is fun to drive by virtue of its lively handling and immediate throttle response. Inside is a high-quality, quiet, and refined interior with comfortable seats. That all adds up to a sporty car that doesn't wear on your patience during a long drive. The infotainment system has an easy-to-use touch screen. Lane-keeping assist, blind-spot monitoring, and cross-traffic alert are now available. Reliability has dropped below average.

Overall Score	71
Predicted Reliability	▼
Owner Satisfaction	▲
Road Test Score	82
Crash Prevention	Opt.

Base Price: $24,995-$30,135
Body Styles: 2-door hatchback; 4-door hatchback
Trim Lines: Autobahn, S, SE, Sport
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (210 hp); 2.0-liter 4 turbo (220 hp)
Transmissions: 6-speed manual; 6-speed sequential

Reliability History

TROUBLE SPOTS	Volkswagen GTI 14	15	16
Engine Major	*	▲▲	▲▲
Engine Minor	*	▲▲	▲▲
Engine Cooling	*	▲	▲▲
Transmission Major	*	▲▲	▲▲
Transmission Minor	*	▲▲	▲▲
Drive System	*	▲▲	▲▲
Fuel System	*	▲	▲▲
Electrical	*	▲▲	▲▲
Climate System	*	▲▲	▲▲
Suspension	*	▲▲	▲▲
Brakes	*	▲▲	▲▲
Exhaust	*	▲▲	▲▲
Paint/Trim	*	▲▲	▲
Noises/Leaks	*	!	▲▲
Body Hardware	*	▲▲	▲
Power Equipment	*	▲▲	▲▲
In-Car Electronics	*	▼	!
USED CAR VERDICTS		!	▼
NEW CAR PREDICTION	Worse than average ▼		

Facts & Figures

Exterior Dimensions
Length (in.) 166
Width (in.) 70
Height (in.) 58
Wheelbase (in.) 102
Weight (lb.) 3,155
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 1,045
Cargo Volume, cu.ft. 24
Towing Capacity (lb.) . . . . . NR
Fuel
Premium
CR overall mpg 29

* Indicates insufficient data Years in red indicate redesigned or introduced

Volkswagen Golf

THE GOLF IS a notch above other compacts in terms of sophistication, interior ambiance, and driving experience, and it is priced accordingly. Performance from the smooth, strong 170-hp, 1.8-liter turbo four-cylinder feel effortless, and we got 28 mpg overall in our tests with the six-speed automatic. Handling is very responsive, making the Golf fun to drive. The ride is comfortable, the rear seat is relatively roomy, and the quiet cabin contributes to the Golf's solid and upscale feel. A high-performance all-wheel-drive Golf R and an electric eGolf complete the line. Recent additions include lane-keeping assist, blind-spot monitoring, and cross-traffic alert. Reliability has been below average.

Overall Score	64
Predicted Reliability	
Owner Satisfaction	
Road Test Score	82
Crash Prevention	Opt.

Base Price: $18,495-$37,895
Body Styles: 2-door hatchback; 4-door hatchback
Trim Lines: 1.8T, eGolf, R, S, SE, SEL, Wolfsburg
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: Electric (115 hp); 1.8-liter 4 turbo (170 hp); 2.0-liter 4 (292 hp)
Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual; 6-speed sequential; 1-speed direct

Facts & Figures

Exterior Dimensions
Length (in.) 168
Width (in.) 71
Height (in.) 57
Wheelbase (in.) 104
Weight (lb.) 3,090
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 1,005
Cargo Volume, cu.ft. 24
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or premium or electric
CR overall mpg 28

Reliability History

TROUBLE SPOTS	Volkswagen Golf 14	15	16
Engine Major	*		
Engine Minor	*		
Engine Cooling	*		
Transmission Major	*		
Transmission Minor	*		
Drive System	*		
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Volkswagen Jetta

A LITTLE BIGGER than most compact sedans, the Jetta is a roomy, comfortable, and practical choice. Handling is responsive and the ride is comfortable. The refined and energetic 1.4-liter turbocharged four-cylinder delivers responsive acceleration, and it returned an excellent 32 mpg overall in our testing. The 1.8-liter turbo four-cylinder is smooth and flexible, and returns a commendable 30 mpg. Opt for the GLI and you get a strong turbo 2.0-liter, a sportier suspension, better brakes, and a richer-feeling interior. The Hybrid that got 37 mpg overall in our tests has been discontinued for 2017. Rear-seat passengers will appreciate the spacious cabin, which is roomier than most competitors. Reliability has dropped to well-below average.

Overall Score	57-59
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74-79
Crash Prevention	Opt.

Base Price: $17,325-$31,120
Body Styles: sedan
Trim Lines: GLI, S, SE, SEL
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.4-liter 4 turbo (150 hp); 1.8-liter 4 turbo (170 hp); 2.0-liter 4 turbo (210 hp)
Transmissions: 6-speed automatic; 5-speed manual; 6-speed manual; 6-speed sequential

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 70
Height (in.) 57
Wheelbase (in.) 104
Weight (lb.) 3,040
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 1,025
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) . . . . . NR
Fuel
Regular or premium
CR overall mpg 27-32

Reliability History

TROUBLE SPOTS	Volkswagen Jetta 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

WORSE — BETTER

Volkswagen Passat

WITH GENEROUS INTERIOR space, responsive handling, and a comfortable, quiet ride, the Passat is a competitive midsized sedan. The primary powertrain is an energetic 1.8-liter turbo four-cylinder that's mated to a six-speed automatic. High-end versions use a powerful 3.6-liter V6. The 1.8-liter turbo averaged a very good 28 mpg overall and 39 on the highway. Front seats are very accommodating. Rear-seat occupants will appreciate the extra-spacious cabin, and the trunk is huge. Improved interior fit and finish is a plus, and for 2017 VW made active safety features such as forward collision warning and auto emergency braking standard. Reliability has dropped below average.

Base Price: $22,440-$34,270
Body Styles: sedan
Trim Lines: S, SE, SEL, SEL Premium
Drive Wheels: Front
Seating: 2 front, 3 rear
Engines: 1.8-liter 4 turbo (170 hp); 3.6-liter V6 (280 hp)
Transmissions: 6-speed automatic; 6-speed sequential

Overall Score	64-65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	79-82
Crash Prevention	Std./

Reliability History

TROUBLE SPOTS	Volkswagen Passat 14	15	16
Engine Major			*
Engine Minor			*
Engine Cooling			*
Transmission Major			*
Transmission Minor			*
Drive System			*
Fuel System			*
Electrical			*
Climate System			*
Suspension			*
Brakes			*
Exhaust			*
Paint/Trim			*
Noises/Leaks			*
Body Hardware			*
Power Equipment			*
In-Car Electronics			*
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 192
Width (in.) 72
Height (in.) 59
Wheelbase (in.) 110
Weight (lb.) 3,320
% weight front/rear 59/41
Cargo Measurement
Max. Load (lb.) 1,115
Cargo Volume, cu.ft. 16
Towing Capacity (lb.) 1,000
Fuel
Regular or premium
CR overall mpg 23-28

Volkswagen Tiguan

THIS SOLID AND nimble small SUV has high-end interior fit and finish and spacious rear seating, but the cargo area is small. Handling is very responsive and enjoyable, with sharp steering and strong cornering grip that keeps the Tiguan secure and unflappable at its limits. With its 19-inch tires, the SEL rides stiffly. The lower S and SE trim lines, with 17-inch tires, ride more comfortably and quietly. Automatic climate control is available only on the SEL, however. The 2.0-liter, turbocharged four-cylinder is smooth, but yielded a not-so-stellar 21 mpg overall in our tests. A redesign is on the horizon for 2017.

Base Price: $23,305-$38,080
Body Styles: 4-door SUV
Trim Lines: S, SEL, Sport, Wolfsburg
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (200 hp)
Transmissions: 6-speed automatic

Overall Score	72
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	NA

Reliability History

TROUBLE SPOTS	Volkswagen Tiguan 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Better than average		

Facts & Figures

Exterior Dimensions
Length (in.) 174
Width (in.) 71
Height (in.) 66
Wheelbase (in.) 103
Weight (lb.) 3,785
% weight front/rear 57/43
Cargo Measurement
Max. Load (lb.) 1,145
Cargo Volume, cu.ft. 30
Towing Capacity (lb.) 2,200
Fuel
Premium
CR overall mpg 21

* Indicates insufficient data Years in red indicate redesigned or introduced

Volkswagen Touareg

THE TOUAREG HAS the feel of a sharp-handling, luxury SUV, with a plush interior and wide, supportive seats that deliver all-day comfort. The only engine is a 3.6-liter V6 mated to an eight-speed automatic transmission. In our tests of the now-discontinued V6 turbodiesel, it pulled effortlessly and had a generous towing capacity. The low-speed ride is overly firm, but it's steady on the highway. The cabin is quiet and access is easy, but the almost-$50,000 Touareg we sampled lacked some common luxury features such as a sunroof. The top-of-the-line hybrid version has been discontinued.

Overall Score	NA
Predicted Reliability	
Owner Satisfaction	
Road Test Score	NA
Crash Prevention	Std./

Base Price: $46,745
Body Styles: 4-door SUV
Trim Lines: Executive, Sport, Wolfsburg
Drive Wheels: AWD
Seating: 2 front, 3 rear
Engines: 3.6-liter V6 (280 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	Volkswagen Touareg 14	15	16
Engine Major		*	*
Engine Minor		*	*
Engine Cooling		*	*
Transmission Major		*	*
Transmission Minor		*	*
Drive System		*	*
Fuel System		*	*
Electrical		*	*
Climate System		*	*
Suspension		*	*
Brakes		*	*
Exhaust		*	*
Paint/Trim		*	*
Noises/Leaks		*	*
Body Hardware		*	*
Power Equipment		*	*
In-Car Electronics		*	*
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 189
Width (in.) 76
Height (in.) 67
Wheelbase (in.) 114
Weight (lb.) 5,060
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 1,105
Cargo Volume, cu.ft. 34.5
Towing Capacity (lb.) 7,700
Fuel
Premium
EPA combined mpg 19

Volvo S60

THE S60 OFFERS fairly agile handling but a stiff ride. A smooth and refined turbo four-cylinder and an eight-speed automatic are new, and they bring respectable performance and fuel economy. Front- and all-wheel drive are available. The interior is quiet, well-finished, and logically laid out, and the front seats are very comfortable. But the rear seat is tight, and the trunk is small. Safety features include City Safety, which can automatically brake the car to prevent a collision, as well as an optional pedestrian-avoidance system. The AWD Cross Country sedan has a 2.5-liter, five-cylinder turbo and raised ground clearance. The Inscription model adds almost 3 inches of rear leg room. Reliability has been average.

Overall Score	73
Predicted Reliability	
Owner Satisfaction	
Road Test Score	80
Crash Prevention	Std./

Base Price: $33,950-$60,000
Body Styles: sedan
Trim Lines: Cross Country, Polestar, T5, T6, T6 R-Design
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 2.5-liter 5 turbo (250 hp); 2.0-liter 4 turbo (302 hp); 3.0-liter 6 turbo (325 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	Volvo S60 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 182
Width (in.) 73
Height (in.) 58
Wheelbase (in.) 109
Weight (lb.) 3,610
% weight front/rear 62/38
Cargo Measurement
Max. Load (lb.) 1,025
Cargo Volume, cu.ft. 12
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 25

WORSE BETTER

Volvo S90

WHILE PLUS AND ornate, the S90 falls short of the refinement expected of a midsized luxury sedan due to the stiff ride and gruff sounding engine. Only four-cylinder engines are available. The 316-hp supercharged and turbocharged T6 pulls strongly but acceleration falls below class expectations—we measured 23 mpg overall. The base T5 version used a 250-hp turbocharged four-cylinder. All-wheel drive is only available on the T6 for now. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the iPad-like touchscreen proves frustrating to use. Forward-collision warning and automatic emergency braking, including pedestrian and large animal detection, is standard, as is Drive Assist which gives the car limited self-steering capability. A V90 wagon version arrives in 2017.

Overall Score	61
Predicted Reliability	*
Owner Satisfaction	*
Road Test Score	73
Crash Prevention	Std./

Base Price: $46,950-$56,250
Body Styles: sedan
Trim Lines: T5 Inscription, T5 Momentum, T6 Inscription, T6 Momentum, T8 Plug-in
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (250 hp); 2.0-liter 4 turbo (316 hp); 2.0-liter 4 hybrid (407 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	Volvo S90 14	15	16
Engine Major			
Engine Minor			
Engine Cooling			
Transmission Major			
Transmission Minor			
Drive System			
Fuel System			
Electrical			
Climate System			
Suspension			
Brakes			
Exhaust			
Paint/Trim			
Noises/Leaks			
Body Hardware			
Power Equipment			
In-Car Electronics			
USED CAR VERDICTS			
NEW CAR PREDICTION	Worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 195
Width (in.) 74
Height (in.) 57
Wheelbase (in.) 116
Weight (lb.) 4,220
% weight front/rear . . . . . NA
Cargo Measurement
Max. Load (lb.) 950
Cargo Volume, cu.ft. 14
Towing Capacity (lb.) 4,600
Fuel
Premium
CR overall mpg 23

Volvo V60

THIS WAGON VERSION of the S60 has fairly agile handling, but the ride is too stiff. The new four-cylinder turbo we tested in the S60 provided lively acceleration and respectable fuel economy. The interior is quiet, but many controls, such as those for the radio and trip computer, are overly complicated. The front seats are very comfortable and supportive, but the two-way lumbar adjustment is chintzy and the rear seat is tight. Cargo space is modest for a wagon. Safety features include automatic braking and an optional pedestrian-detection system. The AWD Cross County version has higher ground clearance. Reliability has improved to average, but the V60 scores too low to recommend.

Overall Score	68
Predicted Reliability	
Owner Satisfaction	
Road Test Score	73
Crash Prevention	Std./

Base Price: $36,150-$61,600
Body Styles: wagon
Trim Lines: Cross Country, Polestar, T5, T6 R-Design
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (240 hp); 2.5-liter 5 turbo (250 hp); 3.0-liter 6 turbo (325 hp); 3.0-liter 6 turbo (345 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	Volvo V60 14	15	16
Engine Major	*		*
Engine Minor	*		*
Engine Cooling	*		*
Transmission Major	*		*
Transmission Minor	*		*
Drive System	*		*
Fuel System	*		*
Electrical	*		*
Climate System	*		*
Suspension	*		*
Brakes	*		*
Exhaust	*		*
Paint/Trim	*		*
Noises/Leaks	*		*
Body Hardware	*		*
Power Equipment	*		*
In-Car Electronics	*		*
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 73
Height (in.) 61
Wheelbase (in.) 109
Weight (lb.) 3,925
% weight front/rear 60/40
Cargo Measurement
Max. Load (lb.) 990
Cargo Volume, cu.ft. 26
Towing Capacity (lb.) 3,300
Fuel
Regular
CR overall mpg 21

* Indicates insufficient data Years in red indicate redesigned or introduced

Volvo XC60

WHILE A GOOD choice overall, the XC60 isn't as engaging to drive or as sporty as the Audi Q5 or BMW X3. The ride is stiff, but handling is responsive and secure. The new turbocharged four-cylinder engines are responsive and coupled to a smooth eight-speed automatic. Wind and road noise are well suppressed. The interior is well-constructed with high-quality materials, but many controls are too fussy to use. The seats are nicely shaped and comfortable up front, although rear leg room is a bit tight. City Safe automatic braking is standard, and crash-test performance is excellent, but opting for other cutting-edge safety gear gets pricey.

Overall Score	71
Predicted Reliability	
Owner Satisfaction	
Road Test Score	74
Crash Prevention	Std./

Base Price: $40,590-$46,350
Body Styles: 4-door SUV
Trim Lines: T5, T6, T6 R-Design
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear
Engines: 2.0-liter 4 turbo (245 hp); 2.0-liter 4 turbo (306 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	Volvo XC60 14	15	16
Engine Major	*		
Engine Minor	*		
Engine Cooling	*		
Transmission Major	*		
Transmission Minor	*		
Drive System	*		
Fuel System	*		
Electrical	*		
Climate System	*		
Suspension	*		
Brakes	*		
Exhaust	*		
Paint/Trim	*		
Noises/Leaks	*		
Body Hardware	*		
Power Equipment	*		
In-Car Electronics	*		
USED CAR VERDICTS			
NEW CAR PREDICTION	Average		

Facts & Figures

Exterior Dimensions
Length (in.) 183
Width (in.) 74
Height (in.) 67
Wheelbase (in.) 109
Weight (lb.) 4,275
% weight front/rear 58/42
Cargo Measurement
Max. Load (lb.) 950
Cargo Volume, cu.ft. 32.5
Towing Capacity (lb.) 3,500
Fuel
Regular
CR overall mpg 22

Volvo XC90

THE XC90 IS a highly capable and competitive three-row SUV. Base models use a 250-hp, 2.0-liter four-cylinder turbo, offered with front- or all-wheel drive. We tested the T6 with its 316-hp, turbocharged and supercharged version. It delivers decent punch and returned 20 mpg overall, but has a raspy sound. A plug-in hybrid with an electric range of about 14 miles is available. All versions use an eight-speed automatic. Handling is commendable, but the ride is stiff, though the optional air suspension makes it more comfortable. The interior is quiet, plush, and modern, with supercomfortable seats. But audio, phone, and navigation functions are controlled through an unintuitive touch-screen infotainment system. Many electronic safety features are available. First-year reliability has been well-below average.

Overall Score	65
Predicted Reliability	
Owner Satisfaction	
Road Test Score	84
Crash Prevention	Std./

Base Price: $45,750-$73,400
Body Styles: 4-door SUV
Trim Lines: T5 Inscription, T5 Momentum, T5 R-Design, T6 Inscription, T6 Momentum, T6 R-Design, T8 Plug-in Hybrid
Drive Wheels: Front or AWD
Seating: 2 front, 3 rear, 2 third
Engines: 2.0-liter 4 turbo (250 hp, 316 hp); 2.0-liter 4 hybrid (400 hp)
Transmissions: 8-speed automatic

Reliability History

TROUBLE SPOTS	Volvo XC90 14	15	16
Engine Major	*	*	
Engine Minor	*	*	
Engine Cooling	*	*	
Transmission Major	*	*	
Transmission Minor	*	*	
Drive System	*	*	
Fuel System	*	*	
Electrical	*	*	
Climate System	*	*	
Suspension	*	*	
Brakes	*	*	
Exhaust	*	*	
Paint/Trim	*	*	
Noises/Leaks	*	*	
Body Hardware	*	*	
Power Equipment	*	*	
In-Car Electronics	*	*	
USED CAR VERDICTS			
NEW CAR PREDICTION	Much worse than average		

Facts & Figures

Exterior Dimensions
Length (in.) 195
Width (in.) 84
Height (in.) 70
Wheelbase (in.) 118
Weight (lb.) 4,595
% weight front/rear 53/47
Cargo Measurement
Max. Load (lb.) 1,210
Cargo Volume, cu.ft. 35
Towing Capacity (lb.) 5,000
Fuel
Premium
CR overall mpg 20

Alert: This vehicle can be outfitted with a semi-autonomous driving package. Consumer Reports believes automakers should take stronger steps to ensure that vehicles with those systems are designed, deployed, and marketed safely. Please heed all warnings, and keep your hands on the wheel.

Road Tests Highlights

Consumer Reports conducts more than 50 objective tests and subjective evaluations on every vehicle we rate.

These charts list our test results, which allow you to easily compare models. These are the criteria that appear in the charts:

■ **Make & model** specifies the model and trim version of the vehicle Consumer Reports tested. We often test multiple versions of the same model, and each can yield different results depending on trim and equipment level, body style, and engine type.

■ **Trans** indicates the transmission type and number of speeds. (Auto is automatic, CVT is continuously variable transmission, man is manual, seq is sequential, and 1-spd. dir. is 1-speed direct drive.)

■ **HP** is the horsepower of the engine tested.

■ **Engine** notes tested displacement, number of cylinders, and configuration.

■ **CR's fuel economy** includes the tested overall mpg based on a realistic mix of highway and city driving. The mpg for city and highway driving are listed separately.

■ **Acceleration** is based on how a vehicle performs in several tests. The **0-to-30** and **0-to-60** mph tests are conducted from a standstill with the engine idling. The **¼-mile** test is done from a standing start, and the figures indicate the number of seconds needed to reach the quarter-mile mark and at what speed.

■ **Braking** is the distance in feet a vehicle took to stop from 60 mph on dry and wet pavement.

■ **Handling** includes emergency-handling and turning circle tests. **AM speed** is the speed at which the vehicle was able to successfully negotiate our avoidance maneuver test course. The faster the speed, the better. **Turning circle** is the bumper clearance needed, in feet, for a U-turn to be completed.

Our road tests of some Audi, Porsche, and Volkswagen diesel models took place prior to the EPA notifying them of Clean Air Act violations. As a result, we have dropped our test results for all of those diesel models. We will retest the vehicles when a recall has been made available.

For more information and to continue your research, visit our comprehensive website at ConsumerReports.org. Subscribers to our website have access to all of our test results, detailed reliability and owner satisfaction Ratings, and our expert reviews.

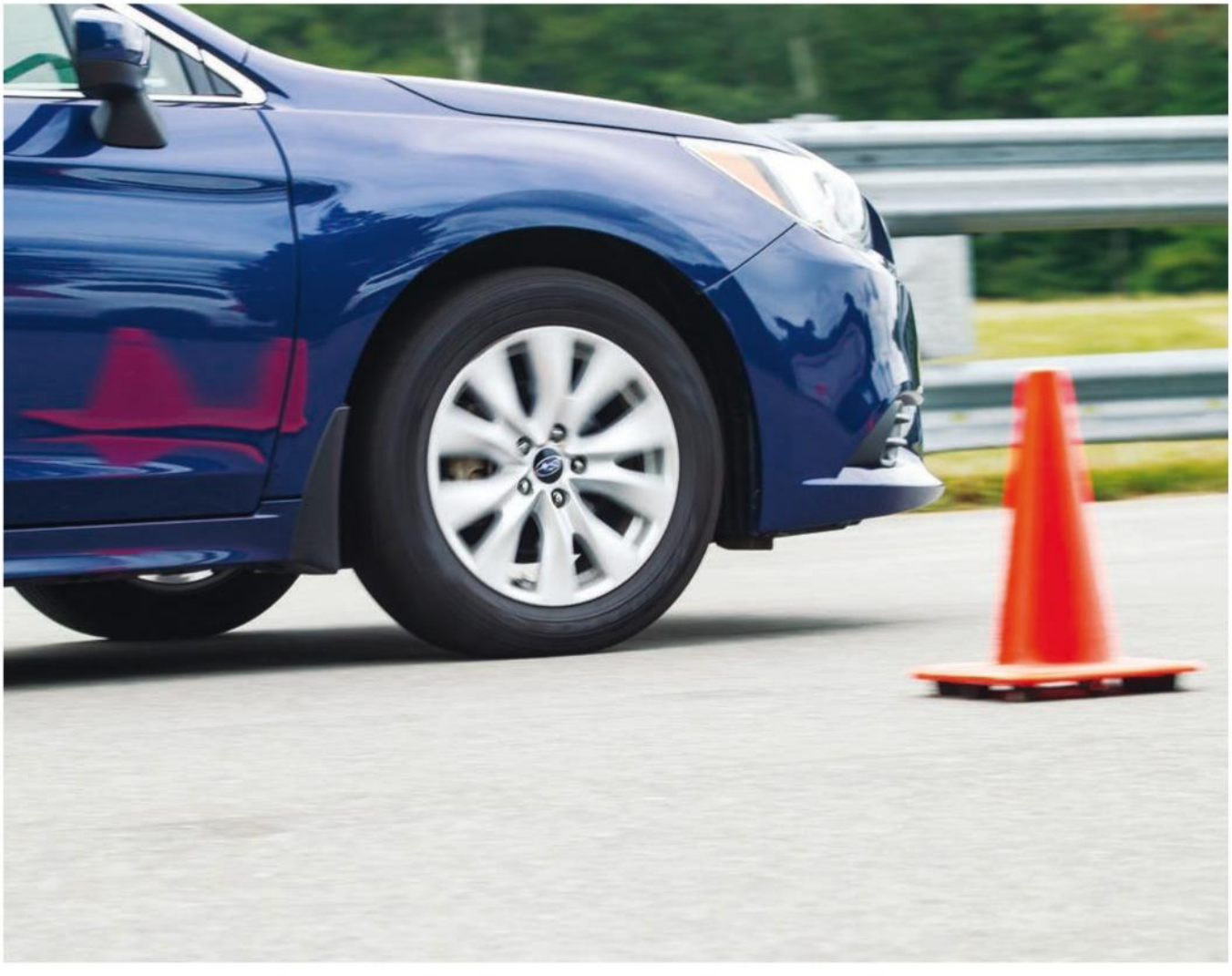


PHOTO: JOHN POWERS

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	From 60 mph Dry (ft.)	From 60 mph Wet (ft.)	AM Speed (mph)	Turning Circle (ft.)
Acura ILX Premium	seq 8	201	2.4-liter 4	28	18	42	3.1	7.5	15.9 @ 92	132	139	54.5	38
Acura MDX Tech	auto 9	290	3.5-liter V6	21	14	31	2.8	6.8	15.3 @ 94	135	140	52.0	40
Acura RDX	auto 6	273	3.5-liter V6	22	14	31	2.9	6.6	15.2 @ 95	132	144	51.0	40
Acura RLX Tech	auto 6	310	3.5-liter V6	23	15	36	2.7	6.5	15.0 @ 97	128	138	51.5	40
Acura TLX 2.4L	seq 8	206	2.4-liter 4	27	18	41	3.0	7.4	15.7 @ 93	129	138	54.5	41
Acura TLX SH-AWD	auto 9	290	3.5-liter V6	25	16	36	2.5	6.5	14.9 @ 99	129	140	55.0	40
Audi A3 Premium	seq 6	170	1.8-liter 4 turbo	27	18	40	3.2	8.3	16.4 @ 88	124	127	53.0	37
Audi A4 Premium Plus	seq 7	252	2.0-liter 4 turbo	27	18	40	2.7	6.3	14.9 @ 98	135	145	53.5	40
Audi A5 convertible Premium Plus	auto 6	211	2.0-liter 4 turbo	22	15	31	2.9	8.0	16.2 @ 89	134	145	53.0	39
Audi A6 Premium Plus	auto 8	310	3.0-liter V6 supercharged	22	15	34	2.1	5.7	14.2 @ 101	132	138	52.5	41
Audi A8 L	auto 8	372	4.2-liter V8	21	14	30	2.2	5.5	14.0 @ 105	126	137	52.0	43
Audi Q3 Premium Plus	auto 6	200	2.0-liter 4 turbo	22	15	31	3.2	8.4	16.6 @ 87	132	141	51.5	40
Audi Q5 Premium Plus	auto 8	211	2.0-liter 4 turbo	21	14	29	3.0	7.9	16.2 @ 88	130	138	52.0	39
Audi Q7 Premium Plus	auto 8	333	3.0-liter V6 supercharged	20	13	28	2.5	6.7	15.1 @ 96	127	138	50.0	42
Audi TT 2.0T	seq 6	220	2.0-liter 4 turbo	26	18	35	2.5	6.3	14.8 @ 98	113	122	58.0	36
BMW 328d xDrive	auto 8	180	2.0-liter 4 turbodiesel	35	24	49	3.5	8.5	16.8 @ 88	132	139	54.0	38
BMW 330i xDrive	auto 8	248	2.0-liter 4 turbo	26	17	39	2.8	6.9	15.2 @ 97	129	143	55.0	40
BMW 535i	auto 8	300	3.0-liter 6 turbo	23	15	34	2.5	6.1	14.5 @ 101	137	148	51.5	40
BMW 750i XDrive	auto 8	445	4.4-liter V8 turbo	21	14	33	2.4	5.3	13.6 @ 111	131	147	52.5	43
BMW i3 Giga	1-spd. dir.	170	0.7-liter 2 + electric	139**	135**	141**	3.3	7.5	16.3 @ 85	131	138	55.0	33
BMW M235i	man 6	320	3.0-liter 6 turbo	25	19	31	2.1	5.2	13.8 @ 105	115	128	58.5	37
BMW X1 xDrive28i	auto 8	228	2.0-liter 4 turbo	26	17	37	3.5	7.9	16.3 @ 92	134	143	53.0	39
BMW X3 xDrive28i	auto 8	240	2.0-liter 4 turbo	23	16	30	2.9	7.3	15.8 @ 91	130	138	53.0	40
BMW X5 xDrive35i	auto 8	300	3.0-liter 6 turbo	21	14	28	3.1	7.4	15.7 @ 94	137	142	52.0	43
BMW Z4 sDrive28i	man 6	240	2.0-liter 4 turbo	28	19	38	2.4	6.1	14.7 @ 99	122	130	54.5	36
Buick Cascada Premium	auto 6	200	1.6-liter 4 turbo	22	14	31	3.5	8.9	17.0 @ 86	134	148	54.0	40
Buick Enclave CXL	auto 6	288	3.6-liter V6	15	10	24	3.0	7.9	16.2 @ 87	142	153	50.0	43
Buick Encore Leather	auto 6	138	1.4-liter 4 turbo	23	16	32	3.8	11.0	18.3 @ 77	127	134	55.0	38
Buick Envision Premium I	auto 6	252	2.0-liter 4 turbo	21	14	31	2.9	7.9	16.1 @ 90	128	153	55.0	38
Buick LaCrosse Essence	auto 8	310	3.6-liter V6	24	16	36	2.8	6.3	14.8 @ 100	127	144	54.0	39
Buick Regal Premium I	auto 6	259	2.0-liter 4 turbo	24	15	35	2.9	7.4	15.9 @ 92	125	134	53.5	39
Buick Verano Leather	auto 6	180	2.4-liter 4	24	16	33	3.0	8.5	16.5 @ 87	129	141	54.5	40
Cadillac ATS Luxury	auto 6	272	2.0-liter 4 turbo	23	15	33	2.5	6.5	14.9 @ 97	125	133	57.5	37
Cadillac CT6 Premium Luxury (AWD)	auto 8	335	3.6-liter V6	22	14	34	2.5	6.5	14.9 @ 98	125	143	52.0	41
Cadillac CTS Luxury (AWD)	auto 8	335	3.6-liter V6	22	14	34	2.5	6.5	14.9 @ 98	127	145	54.5	38
Cadillac Escalade Premium	auto 8	420	6.2-liter V8	16	10	23	2.2	6.1	14.5 @ 98	142	157	45.0	41
Cadillac XT5 Premium	auto 8	310	3.6-liter V6	20	13	30	2.7	7.1	15.6 @ 92	132	140	53.5	42
Cadillac XTS Premium	auto 6	304	3.6-liter V6	22	14	34	3.0	7.2	15.7 @ 94	128	134	53.0	40
Chevrolet Camaro Coupe 2SS	man 6	455	6.2-liter V8	20	13	28	2.0	4.4	12.7 @ 116	112	119	56.0	40
Chevrolet Colorado LT	auto 6	305	3.6-liter V6	18	13	26	3.0	7.5	15.8 @ 91	132	150	48.5	43
Chevrolet Colorado LT Diesel	auto 6	181	2.8-liter 4 turbodiesel	24	15	34	3.7	10.3	17.9 @ 80	134	149	49.0	43
Chevrolet Corvette 3LT	man 7	460	6.2-liter V8	20	14	28	2.0	4.3	12.6 @ 116	107	121	57.5	38
Chevrolet Cruze LT	auto 6	153	1.4-liter 4 turbo	30	19	47	3.3	8.5	16.6 @ 88	125	141	56.0	36
Chevrolet Equinox 1LT	auto 6	182	2.4-liter 4	21	14	30	3.8	10.7	18.0 @ 80	138	143	50.0	42
Chevrolet Equinox LTZ	auto 6	292	3.6-liter V6	18	12	25	2.5	7.1	15.4 @ 93	138	148	50.5	42
Chevrolet Impala 2LTZ	auto 6	305	3.6-liter V6	22	14	34	2.9	6.9	15.5 @ 95	130	136	54.0	40
Chevrolet Malibu LT	auto 6	163	1.5-liter 4 turbo	29	19	41	3.1	8.4	16.6 @ 86	130	149	53.0	38
Chevrolet Malibu Hybrid	CVT	182	1.8-liter 4 hybrid	41	33	49	3.0	8.0	16.3 @ 86	135	153	55.0	38
Chevrolet Silverado 1500 LT	auto 6	355	5.3-liter V8	16	11	23	2.8	7.5	15.9 @ 90	138	164	45.5	49
Chevrolet Sonic hatchback LTZ	man 6	138	1.4-liter 4 turbo	30	21	39	3.0	8.9	16.9 @ 84	130	140	55.0	38
Chevrolet Sonic sedan LT	auto 6	138	1.8-liter 4	28	19	38	3.2	9.3	17.1 @ 83	128	139	54.0	36
Chevrolet Spark 1LT	CVT	98	1.4-liter 4	33	23	44	4.5	12.0	19.0 @ 76	129	137	57.5	35
Chevrolet SS	auto 6	415	6.2-liter V8	17	12	23	2.2	5.1	13.5 @ 110	118	124	56.0	39

*Composite of electric and gas. **MPG equivalent

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	From 60 mph Dry (ft.)	From 60 mph Wet (ft.)	AM Speed (mph)	Turning Circle (ft.)
Chevrolet Suburban LTZ	auto 6	355	5.3-liter V8	16	10	23	2.9	7.9	16.2 @ 89	139	148	47.0	45
Chevrolet Tahoe LT	auto 6	355	5.3-liter V8	16	10	23	2.8	7.7	15.9 @ 90	136	140	45.0	41
Chevrolet Traverse LT	auto 6	288	3.6-liter V6	16	11	23	3.0	7.9	16.2 @ 87	141	161	50.0	42
Chevrolet Trax LT	auto 6	138	1.4-liter 4 turbo	25	18	34	4.0	10.8	18.2 @ 78	130	141	54.0	38
Chevrolet Volt LT	1-spd. dir.	149	1.5-liter 4 + electric	105**	99**	109**	2.7	8.0	16.3 @ 84	133	140	52.0	38
Chrysler 200 C	auto 9	295	3.6-liter V6	25	15	42	3.1	6.9	15.4 @ 97	138	148	51.5	41
Chrysler 200 Limited	auto 9	184	2.4-liter 4	30	19	44	3.9	9.8	17.6 @ 83	130	135	53.5	41
Chrysler 300 C	auto 8	363	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	134	143	49.5	39
Chrysler 300 Limited	auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	137	142	50.0	40
Chrysler Pacifica Touring L	auto 9	287	3.6-liter V6	21	13	33	3.1	8.0	16.2 @ 90	136	141	51.0	41
Dodge Challenger R/T Plus	man 6	375	5.7-liter V8	20	14	27	2.3	5.5	13.9 @ 106	119	128	51.5	40
Dodge Charger R/T	auto 8	370	5.7-liter V8	20	13	31	2.5	6.1	14.5 @ 102	128	141	50.5	39
Dodge Charger SXT Plus	auto 8	292	3.6-liter V6	22	15	32	3.2	7.4	15.8 @ 95	134	145	52.0	40
Dodge Dart SXT	auto 6	184	2.4-liter 4	27	18	37	3.4	9.3	17.2 @ 84	127	134	54.5	38
Dodge Durango Limited	auto 8	290	3.6-liter V6	18	12	25	3.1	8.3	16.4 @ 87	134	150	48.0	41
Dodge Grand Caravan R/T	auto 6	283	3.6-liter V6	17	11	27	3.3	8.1	16.5 @ 86	141	153	49.0	42
Dodge Journey Lux	auto 6	283	3.6-liter V6	16	11	25	3.2	8.1	16.4 @ 86	139	142	50.0	41
Fiat 500 Abarth	man 5	160	1.4-liter 4 turbo	28	21	34	2.6	8.0	16.1 @ 86	125	126	55.5	39
Fiat 500 Sport	man 5	101	1.4-liter 4	33	24	42	3.5	11.3	18.3 @ 76	134	142	55.0	34
Fiat 500c Pop	man 5	101	1.4-liter 4	34	25	42	3.4	11.0	18.1 @ 76	129	137	53.0	34
Fiat 500L Easy	seq 6	160	1.4-liter 4 turbo	27	18	37	3.9	9.5	17.4 @ 84	132	138	51.5	37
Fiat 500X Easy	auto 9	180	2.4-liter 4	23	16	31	3.8	9.8	17.6 @ 81	130	146	52.5	37
Ford C-MAX Energi	CVT	188	2.0-liter 4 + electric	47*	45*	49*	3.3	8.1	16.4 @ 89	136	146	50.5	41
Ford C-MAX Hybrid SE	CVT	188	2.0-liter 4 hybrid	37	35	38	3.4	8.4	16.6 @ 89	138	150	53.0	41
Ford Edge SEL	auto 6	245	2.0-liter 4 turbo	21	14	31	3.1	8.8	16.8 @ 84	132	139	51.5	41
Ford Escape SE	auto 6	179	1.5-liter 4 turbo	23	15	31	3.6	10.1	17.8 @ 80	132	147	50.0	40
Ford Escape Titanium	auto 6	231	2.0-liter 4 turbo	22	15	29	2.9	8.2	16.3 @ 87	134	139	52.5	40
Ford Expedition Limited EL	auto 6	365	3.5-liter V6 turbo	14	10	19	2.7	7.2	15.7 @ 91	136	155	45.0	45
Ford Explorer XLT	auto 6	290	3.5-liter V6	18	12	26	3.1	7.9	16.2 @ 89	135	145	49.5	40
Ford F-150 XLT	auto 6	325	2.7-liter V6 turbo	17	12	22	2.9	7.0	15.5 @ 94	137	155	46.0	49
Ford F-150 XLT	auto 6	365	3.5-liter V6 turbo	16	11	22	2.9	7.2	15.7 @ 93	139	156	46.5	49
Ford Fiesta hatchback SE	man 5	123	1.0-liter 3 turbo	35	25	46	3.1	9.0	17.2 @ 83	125	133	56.0	35
Ford Fiesta hatchback SES	man 5	120	1.6-liter 4	32	23	42	3.6	10.7	17.9 @ 80	134	147	55.0	36
Ford Fiesta sedan SE	seq 6	120	1.6-liter 4	33	22	45	4.3	10.9	18.4 @ 79	142	159	52.5	36
Ford Fiesta ST	man 6	197	1.6-liter 4 turbo	29	21	36	2.9	7.3	15.6 @ 93	118	124	57.0	37
Ford Flex SEL	auto 6	287	3.5-liter V6	18	12	25	3.2	8.5	16.5 @ 88	141	145	48.0	43
Ford Focus Electric	1-spd. dir.	143	Electric	111**	104**	116**	4.3	10.2	18.0 @ 82	140	154	52.5	41
Ford Focus sedan SE (1.0T)	auto 6	123	1.0-liter 3 turbo	29	18	44	4.1	11.0	18.3 @ 79	128	140	51.5	37
Ford Focus sedan SE (2.0L)	seq 6	160	2.0-liter 4	29	19	43	3.7	9.8	17.4 @ 85	128	140	51.5	37
Ford Focus ST	man 6	252	2.0-liter 4 turbo	26	19	32	2.8	6.6	15.1 @ 95	122	135	53.0	42
Ford Fusion SE	auto 6	181	1.5-liter 4 turbo	24	16	34	3.2	9.2	17.0 @ 84	125	137	52.5	38
Ford Fusion SE Hybrid	CVT	188	2.0-liter 4 hybrid	39	35	41	3.4	8.3	16.5 @ 90	140	153	52.0	40
Ford Fusion Titanium	auto 6	231	2.0-liter 4 turbo	22	14	33	3.0	7.4	15.8 @ 92	130	141	53.5	37
Ford Mustang GT Premium	man 6	435	5.0-liter V8	19	13	27	2.1	4.9	13.4 @ 111	121	133	54.5	39
Ford Mustang Premium	auto 6	310	2.3-liter 4 turbo	25	16	36	2.5	6.4	14.9 @ 97	125	135	53.0	39
Ford Taurus Limited	auto 6	288	3.5-liter V6	21	14	31	2.9	7.2	15.6 @ 95	135	142	50.0	42
Ford Transit Connect XLT	auto 6	169	2.5-liter 4	21	15	27	3.9	10.9	18.2 @ 78	132	141	53.0	41
Genesis G80 3.8 AWD	auto 8	311	3.8-liter V6	20	13	30	2.9	7.2	15.5 @ 95	129	137	53.0	38
GMC Acadia Denali	auto 6	310	3.6-liter V6	19	13	28	2.6	6.8	15.4 @ 93	130	139	53.5	40
GMC Canyon SLE	auto 6	305	3.6-liter V6	18	13	26	3.0	7.5	15.8 @ 91	132	150	48.5	43
GMC Canyon SLE Diesel	auto 6	181	2.8-liter 4 turbodiesel	24	15	34	3.7	10.3	17.9 @ 80	134	149	49.0	43
GMC Sierra 1500 LT	auto 6	355	5.3-liter V8	16	11	23	2.8	7.5	15.9 @ 90	138	164	45.5	49
GMC Terrain 1LT	auto 6	182	2.4-liter 4	21	14	30	3.8	10.7	18.0 @ 80	138	143	50.0	42
GMC Terrain LTZ	auto 6	292	3.6-liter V6	18	12	25	2.5	7.1	15.4 @ 93	138	148	50.5	42

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	From 60 mph Dry (ft.)	From 60 mph Wet (ft.)	AM Speed (mph)	Turning Circle (ft.)
GMC Yukon LT	auto 6	355	5.3-liter V8	16	10	23	2.8	7.7	15.9 @ 90	136	140	45.0	41
GMC Yukon XL SLT	auto 6	355	5.3-liter V8	16	10	23	2.9	7.9	16.2 @ 89	139	148	45.0	45
Honda Accord EX-L	auto 6	278	3.5-liter V6	26	16	39	2.7	6.3	14.7 @ 99	139	150	52.5	40
Honda Accord LX	CVT	185	2.4-liter 4	30	21	40	3.3	7.7	16.0 @ 92	136	148	53.0	41
Honda Civic EX-T	CVT	174	1.5-liter 4 turbo	31	21	45	3.0	7.1	15.6 @ 94	129	141	54.5	37
Honda Civic LX	CVT	158	2.0-liter 4	32	21	45	3.7	8.7	16.8 @ 88	129	140	56.0	37
Honda CR-V EX	CVT	185	2.4-liter 4	24	18	31	3.9	9.0	17.1 @ 86	134	143	51.5	38
Honda Fit EX	CVT	130	1.5-liter 4	33	24	42	4.0	10.0	17.7 @ 84	132	135	55.0	36
Honda HR-V LX	CVT	141	1.8-liter 4	29	20	39	4.3	10.5	18.1 @ 81	132	139	55.0	39
Honda Odyssey EX-L	auto 6	248	3.5-liter V6	21	13	31	3.3	8.4	16.6 @ 88	136	143	47.5	40
Honda Pilot EX-L	auto 6	280	3.5-liter V6	20	13	28	3.2	7.5	15.9 @ 92	136	153	49.5	41
Honda Ridgeline RTL	auto 6	280	3.5-liter V6	20	13	29	3.0	7.3	15.8 @ 90	134	142	53.5	46
Hyundai Accent hatchback SE	man 6	138	1.6-liter 4	32	24	40	3.0	8.5	16.8 @ 84	136	147	55.0	37
Hyundai Accent sedan GLS	auto 6	138	1.6-liter 4	31	20	45	3.7	10.3	17.8 @ 82	134	146	51.5	37
Hyundai Elantra SE	auto 6	147	2.0-liter 4	33	21	49	3.8	9.9	17.6 @ 84	133	142	54.0	36
Hyundai Santa Fe GLS	auto 6	290	3.3-liter V6	20	14	29	3.0	7.6	16.1 @ 90	133	140	51.0	39
Hyundai Santa Fe Sport Base	auto 6	190	2.4-liter 4	23	17	30	3.2	9.7	17.3 @ 82	132	142	50.5	38
Hyundai Sonata Hybrid SE	auto 6	193	2.0-liter 4 hybrid	39	31	46	3.1	8.2	16.4 @ 89	140	151	51.0	37
Hyundai Sonata SE	auto 6	185	2.4-liter 4	28	18	40	3.7	9.2	17.2 @ 86	139	155	50.5	37
Hyundai Tucson SE	auto 6	164	2.0-liter 4	24	17	32	4.0	11.0	18.3 @ 80	129	142	54.0	36
Hyundai Tucson Sport	seq 7	175	1.6-liter 4 turbo	26	18	35	3.3	8.4	16.6 @ 86	128	140	53.0	36
Hyundai Veloster	man 6	138	1.6-liter 4	31	24	37	3.2	9.2	17.1 @ 83	131	142	54.0	36
Infiniti Q50 Premium (AWD)	auto 7	300	3.0-liter V6 twinturbo	22	14	32	2.4	5.7	14.2 @ 103	126	131	56.0	39
Infiniti Q70	auto 7	330	3.7-liter V6	21	14	29	2.3	5.8	14.2 @ 101	128	143	54.5	40
Infiniti Q70 Hybrid	auto 7	360	3.5-liter V6 hybrid	25	17	33	2.4	5.6	14.2 @ 101	131	144	52.0	39
Infiniti QX60	CVT	265	3.5-liter V6	19	13	26	3.5	8.3	16.5 @ 89	137	143	47.0	41
Infiniti QX70	auto 7	303	3.5-liter V6	18	13	24	2.7	6.8	15.2 @ 95	133	147	51.0	40
Infiniti QX80	auto 7	400	5.6-liter V8	15	11	21	2.7	6.9	15.4 @ 94	139	155	48.0	44
Jaguar F-Pace Prestige	auto 8	340	3.0-liter V6 supercharged	20	14	27	2.4	6.0	14.5@ 100	129	139	50.5	41
Jaguar XF Prestige (AWD)	auto 8	340	3.0-liter V6 supercharged	21	14	30	2.3	5.8	14.2@ 102	128	140	51.0	39
Jaguar XJL	auto 6	385	5.0-liter V8	19	13	27	2.3	5.5	14.0 @ 106	138	148	52.5	42
Jeep Cherokee Latitude	auto 9	184	2.4-liter 4	22	15	31	3.9	10.9	18.2 @ 79	138	153	51.5	40
Jeep Cherokee Limited	auto 9	271	3.2-liter V6	21	14	29	3.1	7.7	16.1 @ 90	133	144	51.5	40
Jeep Compass Latitude	CVT	172	2.4-liter 4	22	15	29	4.1	10.3	17.9 @ 82	145	170	48.0	38
Jeep Grand Cherokee Limited	auto 8	295	3.6-liter V6	18	12	24	3.0	8.0	16.2 @ 88	134	146	50.0	39
Jeep Grand Cherokee Limited Ecodiesel	auto 8	240	3.0-liter V6 turbodiesel	24	17	32	3.1	8.6	16.7 @ 85	132	145	50.5	40
Jeep Patriot Latitude	CVT	172	2.4-liter 4	21	15	28	4.0	10.3	17.9 @ 80	141	158	51.5	37
Jeep Renegade Latitude	auto 9	180	2.4-liter 4	24	16	32	3.8	9.9	17.6 @ 81	130	133	51.5	37
Jeep Wrangler Unlimited Sahara	auto 5	285	3.6-liter V6	17	12	22	3.5	8.9	16.8 @ 85	151	181	45.0	43
Kia Forte LX	auto 6	148	1.8-liter 4	28	19	40	3.6	10.1	17.6 @ 83	128	137	52.5	38
Kia Optima EX	auto 6	185	2.4-liter 4	28	18	40	3.3	8.0	16.3 @ 90	130	141	51.5	37
Kia Rio hatchback EX	auto 6	138	1.6-liter 4	29	21	37	3.6	9.9	17.5 @ 81	136	146	55.0	37
Kia Rio sedan EX	auto 6	138	1.6-liter 4	30	22	39	3.5	9.5	17.3 @ 83	138	148	55.0	37
Kia Sedona EX	auto 6	276	3.3-liter V6	20	13	28	3.2	8.0	16.3 @ 90	133	144	48.0	38
Kia Sorento EX	auto 6	290	3.3-liter V6	21	14	30	3.0	7.4	15.9 @ 91	131	143	49.5	38
Kia Soul Plus	auto 6	164	2.0-liter 4	26	19	33	3.3	8.8	16.9 @ 85	127	135	53.5	36
Kia Sportage LX	auto 6	181	2.4-liter 4	23	16	32	3.5	9.6	17.4 @ 83	128	131	52.5	36
Land Rover Discovery Sport HSE	auto 9	240	2.0-liter 4 turbo	21	14	28	3.6	8.6	16.9 @ 87	136	145	50.5	39
Land Rover Range Rover HSE	auto 8	340	3.0-liter V6 supercharged	17	12	21	2.7	6.7	15.1 @ 96	137	144	48.5	41
Land Rover Range Rover Sport HSE	auto 8	340	3.0-liter V6 supercharged	18	13	23	2.6	6.5	15.1 @ 95	137	139	49.5	41
Lexus CT 200h Premium	CVT	134	1.8-liter 4 hybrid	40	31	47	3.8	11.0	18.3 @ 78	133	146	54.5	37
Lexus ES 300h	CVT	200	2.5-liter 4 hybrid	36	28	44	3.4	8.2	16.4 @ 90	140	144	51.0	40

*Composite of electric and gas. **MPG equivalent

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	From 60 mph Dry (ft.)	From 60 mph Wet (ft.)	AM Speed (mph)	Turning Circle (ft.)
Lexus ES 350	auto 6	268	3.5-liter V6	25	17	35	2.8	6.7	15.0 @ 98	139	147	51.5	40
Lexus GS 350	auto 6	306	3.5-liter V6	21	13	32	2.6	6.2	14.7 @ 99	137	147	53.5	37
Lexus GX 460	auto 6	301	4.6-liter V8	17	12	24	2.7	7.5	16.0 @ 89	136	143	48.0	41
Lexus IS 300 AWD	auto 6	255	3.5-liter V6	20	14	28	2.6	6.5	15.0 @ 96	139	151	53.0	37
Lexus LS 460L	auto 8	386	4.6-liter V8	21	13	32	2.6	6.2	14.6 @ 101	140	153	48.5	40
Lexus NX 200t	auto 6	235	2.0-liter 4 turbo	24	17	33	3.0	7.5	15.9 @ 92	132	137	49.5	41
Lexus NX 300h	CVT	194	2.5-liter 4 hybrid	29	23	34	3.3	8.9	16.9 @ 85	136	142	49.5	41
Lexus RX 350	auto 8	295	3.5-liter V6	22	14	31	2.9	7.5	15.8 @ 92	139	152	49.0	41
Lexus RX 450h	CVT	308	3.5-liter V6 hybrid	29	24	33	3.2	7.5	15.8 @ 95	138	147	50.0	40
Lincoln MKC Reserve	auto 6	285	2.3-liter 4 turbo	19	13	27	2.8	7.8	16.1 @ 88	125	133	54.0	39
Lincoln MKX 2.7L	auto 6	335	2.7-liter V6 turbo	18	12	28	2.6	7.2	15.5 @ 92	128	142	53.5	40
Lincoln MKZ 2.0 EcoBoost	auto 6	231	2.0-liter 4 turbo	23	16	34	3.0	7.4	15.8 @ 92	124	133	53.0	40
Lincoln MKZ Hybrid	CVT	188	2.0-liter 4 hybrid	34	29	38	3.8	9.2	17.1 @ 87	129	139	53.0	40
Lincoln Navigator Base	auto 6	380	3.5-liter V6 turbo	15	10	20	2.6	7.0	15.6 @ 90	136	151	48.5	41
Maserati Ghibli S Q4	auto 8	404	3.0-liter V6 turbo	19	12	27	2.5	5.4	14.0 @ 107	115	125	53.5	40
Mazda CX-3 Touring	auto 6	146	2.0-liter 4	28	20	36	3.5	9.6	17.4 @ 82	135	148	53.5	36
Mazda CX-5 Touring	auto 6	184	2.5-liter 4	25	19	32	2.8	8.0	16.2 @ 86	133	142	52.5	38
Mazda CX-9 Touring	auto 6	227	2.5-liter 4 turbo	22	15	32	3.1	7.9	16.3 @ 88	139	143	50.0	40
Mazda MX-5 Miata Club	man 6	155	2.0-liter 4	34	25	42	2.2	6.7	15.1 @ 92	124	133	57.5	32
Mazda3 i Grand Touring	man 6	155	2.0-liter 4	32	24	41	3.0	8.2	16.6 @ 86	133	143	54.0	38
Mazda3 i Touring	auto 6	155	2.0-liter 4	33	23	45	3.2	8.3	16.6 @ 88	133	140	54.5	38
Mazda6 Sport	auto 6	184	2.5-liter 4	32	22	44	2.8	7.5	15.9 @ 90	132	141	53.0	40
Mercedes-Benz C300 (AWD)	auto 7	241	2.0-liter 4 turbo	26	18	35	2.7	6.8	15.2 @ 96	136	144	55.5	38
Mercedes-Benz CLA 250	seq 7	208	2.0-liter 4 turbo	28	19	39	2.7	6.6	15.2 @ 95	124	137	54.0	37
Mercedes-Benz E300 (AWD)	auto 9	241	2.0-liter 4 turbo	24	15	36	2.8	7.1	15.6 @ 93	128	143	54.5	39
Mercedes-Benz GLA 250	seq 7	208	2.0-liter 4 turbo	26	19	35	2.7	6.9	15.4 @ 92	128	142	54.5	37
Mercedes-Benz GLC 300	auto 9	241	2.0-liter 4 turbo	22	15	31	2.7	6.8	15.4 @ 93	132	143	50.0	40
Mercedes-Benz GLE 350	auto 7	302	3.5-liter V6	18	13	25	2.5	6.8	15.2 @ 93	138	156	48.0	40
Mercedes-Benz GLS 350 BlueTec	auto 7	240	3.0-liter V6 turbodiesel	20	14	28	3.2	8.2	16.5 @ 86	136	146	44.5	41
Mercedes-Benz S550 (AWD)	auto 7	449	4.7-liter V8 turbo	18	12	28	2.3	5.1	13.5 @ 109	128	138	51.0	41
Mini Cooper Clubman	auto 6	134	1.5-liter 3 turbo	28	18	40	3.9	10.5	17.9 @ 81	129	140	56.5	38
Mini Cooper Countryman S	auto 6	184	1.6-liter 4 turbo	26	19	33	3.2	8.3	16.5 @ 87	135	142	54.5	38
Mini Cooper Hardtop	auto 6	134	1.5-liter 3 turbo	31	22	41	3.1	8.3	16.5 @ 87	133	142	54.5	36
Mini Cooper Hardtop S	man 6	189	2.0-liter 4 turbo	30	23	38	2.7	7.2	15.5 @ 94	130	139	56.0	36
Mitsubishi i-MiEV SE	1-spd. dir.	63	Electric	111**	104**	116**	4.9	14.7	20.2 @ 69	132	146	52.0	33
Mitsubishi Lancer ES	CVT	152	2.0-liter 4	25	17	34	3.9	9.8	17.6 @ 82	144	159	49.5	37
Mitsubishi Mirage ES	CVT	74	1.2-liter 3	37	28	47	4.4	12.1	19.0 @ 75	138	145	52.5	32
Mitsubishi Outlander SEL	CVT	166	2.4-liter 4	24	17	30	3.8	10.0	17.7 @ 81	132	149	50.5	36
Nissan 370Z Touring	man 6	332	3.7-liter V6	23	17	28	2.1	5.3	13.9 @ 104	120	127	58.0	37
Nissan Altima 2.5 SV	CVT	182	2.5-liter 4	29	19	42	3.5	8.4	16.6 @ 89	135	143	52.0	39
Nissan Altima 3.5 SL	CVT	270	3.5-liter V6	24	16	35	2.9	6.3	14.7 @ 101	133	141	52.0	41
Nissan Leaf SL	1-spd. dir.	107	Electric	106**	86**	118**	3.4	10.3	17.8 @ 77	136	149	52.5	37
Nissan Maxima Platinum	CVT	300	3.5-liter V6	25	17	36	2.8	6.5	14.9 @ 99	132	141	53.0	39
Nissan Murano SL	CVT	260	3.5-liter V6	21	15	29	3.4	7.7	16.0 @ 92	131	137	50.5	40
Nissan Pathfinder SL	CVT	260	3.5-liter V6	18	13	25	3.2	7.7	16.0 @ 91	137	145	47.0	40
Nissan Quest SL	CVT	260	3.5-liter V6	19	13	24	3.7	8.4	16.5 @ 90	143	157	51.5	39
Nissan Rogue SV	CVT	170	2.5-liter 4	24	17	30	3.7	9.5	17.3 @ 83	134	142	54.0	38
Nissan Sentra SV	CVT	130	1.8-liter 4	31	21	42	3.9	10.4	18.0 @ 80	129	139	55.6	37
Nissan Titan XD SV	auto 6	310	5.0-liter V8 turbodiesel	15	10	20	4.4	10.6	18.3 @ 82	147	167	45.0	56
Nissan Versa Note SV	CVT	109	1.6-liter 4	31	22	40	4.0	10.9	18.2 @ 79	135	149	54.5	37
Nissan Versa SV	CVT	109	1.6-liter 4	32	23	40	4.0	10.6	18.1 @ 80	140	152	54.5	38
Porsche 911 Carrera S	man 7	400	3.8-liter 6	23	16	32	1.6	4.1	12.4 @ 117	108	119	59.5	37
Porsche 718 Boxster Base	seq 7	300	2.0-liter 4 turbo	26	18	36	1.7	4.4	13.0 @ 110	108	119	59.0	37

Make & Model	Trans.	HP	Engine	CR's Fuel Economy (MPG)			Acceleration			Braking		Performance	
				Overall	City	Highway	0 - 30 mph (sec.)	0 - 60 mph (sec.)	1/4 mi (sec. @ mph)	From 60 mph Dry (ft.)	From 60 mph Wet (ft.)	AM Speed (mph)	Turning Circle (ft.)
Porsche Cayenne Base	auto 8	300	3.6-liter V6	19	14	26	2.8	7.8	15.9 @ 90	134	147	50.0	39
Porsche Macan S	seq 7	340	3.0-liter V6 turbo	19	13	26	2.7	6.4	14.7 @ 101	130	135	51.0	40
Ram 1500 Big Horn	auto 8	395	5.7-liter V8	15	10	21	2.8	7.1	15.5 @ 94	141	154	47.0	49
Ram 1500 Big Horn Ecodiesel	auto 8	240	3.0-liter V6 turbodiesel	20	14	27	3.4	9.5	17.4 @ 82	143	160	47.0	49
Smart ForTwo Passion	seq 6	89	0.9-liter 3 turbo	36	25	48	4.4	11.2	18.6 @ 78	132	140	52.5	24
Subaru BRZ Premium	man 6	200	2.0-liter 4	30	23	37	2.6	7.2	15.6 @ 92	126	126	56.0	38
Subaru Crosstrek Hybrid	CVT	160	2.0-liter 4 hybrid	28	21	35	4.1	10.1	17.9 @ 82	131	135	53.0	37
Subaru Crosstrek Premium	CVT	148	2.0-liter 4	26	19	34	3.8	9.7	17.5 @ 82	130	148	53.0	37
Subaru Forester 2.5i Premium	CVT	170	2.5-liter 4	26	18	35	3.5	8.7	16.8 @ 86	127	140	52.0	37
Subaru Legacy 2.5i Premium	CVT	175	2.5-liter 4	26	17	39	4.1	10.2	17.8 @ 82	128	135	55.5	39
Subaru Outback 2.5i Premium	CVT	175	2.5-liter 4	24	16	34	4.2	10.5	18.1 @ 81	133	142	53.5	39
Subaru Outback 3.6R Limited	CVT	256	3.6-liter 6	22	16	29	3.2	7.4	15.7 @ 93	134	147	55.0	38
Subaru WRX Premium	man 6	268	2.0-liter 4 turbo	26	19	33	1.9	6.0	14.5 @ 97	120	128	59.0	40
Tesla Model S P85D	1-spd. dir.	691	Electric	87**	64**	110**	1.4	3.5	12.1 @ 112	118	129	55.5	41
Tesla Model X 90D	1-spd. dir.	417	Electric	92**	90**	94**	2.2	4.9	13.4 @ 106	127	135	53.5	42
Toyota 4Runner SR5	auto 5	270	4.0-liter V6	18	12	24	3.0	7.7	16.1 @ 89	131	145	48.0	45
Toyota 86	man 6	200	2.0-liter 4	30	23	37	2.6	7.2	15.5 @ 94	126	127	56.5	38
Toyota Avalon Limited	auto 6	268	3.5-liter V6	24	16	35	2.8	6.6	15.0 @ 98	135	148	52.0	42
Toyota Camry Hybrid XLE	CVT	200	2.5-liter 4 hybrid	38	32	43	3.2	7.6	15.9 @ 92	133	150	51.0	40
Toyota Camry LE	auto 6	178	2.5-liter 4	28	19	38	3.3	8.6	16.7 @ 87	131	143	53.5	38
Toyota Camry XLE	auto 6	268	3.5-liter V6	26	17	37	2.7	6.4	14.8 @ 99	136	145	50.5	40
Toyota Corolla iM	CVT	137	1.8-liter 4	31	22	42	4.0	10.0	17.8 @ 82	133	150	52.5	37
Toyota Corolla LE Plus	CVT	132	1.8-liter 4	32	23	43	4.0	9.9	17.7 @ 83	138	149	54.5	37
Toyota Highlander Hybrid Limited	CVT	280	3.5-liter V6 hybrid	25	18	32	3.3	8.3	16.4 @ 90	138	146	49.0	40
Toyota Highlander XLE	auto 6	270	3.5-liter V6	20	14	27	2.9	7.5	15.9 @ 90	134	144	50.5	40
Toyota Land Cruiser	auto 6	381	5.7-liter V8	14	10	20	2.8	7.3	15.7 @ 92	140	158	46.0	43
Toyota Prius C Two	CVT	99	1.5-liter 4 hybrid	43	37	48	3.7	11.3	18.4 @ 76	135	140	51.5	35
Toyota Prius Three	CVT	121	1.8-liter 4 hybrid	52	43	59	3.6	10.3	17.8 @ 81	135	149	53.5	35
Toyota Prius V Three	CVT	134	1.8-liter 4 hybrid	41	33	47	3.7	10.7	18.1 @ 78	138	151	55.0	39
Toyota RAV4 Hybrid XLE	CVT	194	2.5-liter 4 hybrid	31	26	36	3.3	8.7	16.7 @ 86	136	145	49.5	36
Toyota RAV4 XLE	auto 6	176	2.5-liter 4	24	17	32	3.4	9.3	17.2 @ 83	135	147	51.0	38
Toyota Sequoia Limited	auto 6	381	5.7-liter V8	15	10	21	2.7	7.1	15.6 @ 92	146	163	47.0	42
Toyota Sienna XLE	auto 6	266	3.5-liter V6	20	14	27	3.5	8.8	16.8 @ 88	134	156	49.0	40
Toyota Sienna XLE AWD	auto 6	266	3.5-liter V6	19	13	25	3.2	8.5	16.6 @ 87	139	155	48.5	40
Toyota Tacoma SR5	auto 6	278	3.5-liter V6	19	14	25	3.5	8.2	16.5 @ 90	146	158	46.0	42
Toyota Tundra SR5	auto 6	381	5.7-liter V8	15	10	20	2.6	6.7	15.3 @ 93	153	178	44.5	49
Toyota Yaris iA	auto 6	106	1.5-liter 4	35	24	48	3.8	10.3	17.9 @ 81	139	157	55.0	34
Toyota Yaris LE	auto 4	106	1.5-liter 4	32	23	41	3.9	10.8	18.3 @ 76	137	149	54.0	34
Volkswagen Beetle 1.8T	auto 6	170	1.8-liter 4 turbo	27	19	36	3.1	8.4	16.4 @ 89	136	149	51.0	36
Volkswagen CC Sport	seq 6	200	2.0-liter 4 turbo	26	18	35	3.1	7.5	15.8 @ 93	133	141	52.0	38
Volkswagen Golf SE	auto 6	170	1.8-liter 4 turbo	28	19	38	3.2	8.7	16.7 @ 87	130	137	54.0	37
Volkswagen GTI Autobahn	man 6	210	2.0-liter 4 turbo	29	20	39	2.7	6.6	15.2 @ 97	132	144	55.0	37
Volkswagen Jetta GLI Autobahn	man 6	200	2.0-liter 4 turbo	27	18	39	3.0	7.2	15.6 @ 95	132	144	54.5	37
Volkswagen Jetta SE	auto 6	150	1.4-liter 4 turbo	32	21	47	3.3	9.1	16.9 @ 86	131	144	53.0	38
Volkswagen Jetta Sport	auto 6	170	1.8-liter 4 turbo	30	21	39	3.3	8.5	16.5 @ 90	137	151	52.0	37
Volkswagen Passat SE	auto 6	170	1.8-liter 4 turbo	28	19	39	3.1	8.6	16.6 @ 88	129	139	52.5	38
Volkswagen Passat SEL Premium	seq 6	280	3.6-liter V6	23	16	33	3.0	6.8	15.1 @ 99	132	140	52.5	39
Volkswagen Tiguan SEL	auto 6	200	2.0-liter 4 turbo	21	16	27	3.2	8.5	16.7 @ 86	140	156	53.5	39
Volvo S60 T5 Drive-E	auto 8	240	2.0-liter 4 turbo	25	16	38	3.1	7.9	16.2 @ 90	128	135	54.0	38
Volvo S90 T6 Momentum	auto 8	316	2.0-liter 4 turbo	23	14	35	2.9	7.2	15.4 @ 98	130	142	52.5	39
Volvo V60 Cross Country	auto 6	250	2.5-liter 5 turbo	21	14	29	3.0	8.1	16.4 @ 87	127	134	49.5	38
Volvo XC60 T6	auto 8	302	2.0-liter 4 turbo	20	14	28	2.9	7.4	15.8 @ 92	132	140	52.5	40
Volvo XC90 T6 Momentum	auto 8	316	2.0-liter 4 turbo	20	14	28	3.1	7.7	15.9 @ 93	126	137	52.5	41

*Composite of electric and gas. **MPG equivalent

Safety Update and Crash-Test Ratings

WHEN ASSESSING SAFETY, it's important to compare vehicles in the same class. Models perform differently in crashes based on their size and what they hit. Even a small car with top crash-test ratings will take the brunt of the impact if hit by a larger, heavier vehicle.

As safety technology progresses rapidly, we've begun evaluating some active safety features as part of our test program. As part of our new overall score, we give additional consideration to advanced safety systems—offered as standard equipment across all trim levels of a particular model—that can help drivers avoid an accident or lessen the impact of a crash.

In 2012 the Insurance Institute for Highway Safety added the "small-overlap" frontal-crash test. It replicates a 40-mph crash in which 40 percent of the driver-side front of a car hits a rigid barrier. That's in contrast to the institute's regular offset frontal test, which replicates hitting a vehicle.

The test results have varied widely, much more so than in the traditional frontal-crash tests. Overall, newly-introduced vehicles that were designed with the test in mind have done better in the test than older models. Consumer Reports won't recommend any vehicle that scores Poor in an institute or government test.

Guide to the Chart

The charts on these pages are a comprehensive collection of data to help you compare the safety capabilities of different models. Because crash-test results can only be compared among vehicles of similar weight, we group models by category. Here is a guide to each column:

■ **Accident avoidance.** A composite derived from our track tests, including braking and emergency handling, and to a lesser extent driving position, visibility, acceleration, and seat comfort. If we tested multiple versions of the same model and the accident-avoidance scores differed, we give the range of scores attained.

■ **Front-crash prevention.** This indicates the availability of forward-collision warning and automatic emergency braking systems in a model. Std. indicates the feature is standard; Opt. means it is optional; and a — means the feature is not available. NA indicates that, at time of publication, there is no information on availability of the features.

■ **IIHS Safety tests.** These include the narrow-offset, offset frontal, side-impact, rear-crash, and roof-strength evaluations. IIHS scores are Good, Acceptable, Marginal, and Poor. The roof-strength test subjects a vehicle to a force equal to 4 times its weight for up to 5 inches of roof crush.

■ **NHTSA Safety tests.** These tests measure full-frontal and side-impact performance, and they are displayed as a combined overall and an overall front and side rating. The NHTSA rollover rating denotes the risk of rollover in a single-vehicle crash. This score is largely based on a static measure of a vehicle's center of gravity. A dynamic test is used for light trucks.

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward Collision Warning	Automatic Braking: City	Automatic Braking: Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
CARS: SUBCOMPACT												
Chevrolet Spark	▲	Opt.	—	—	—	Good	Good	—	—	—	—	—
Fiat 500	▲	—	—	—	Poor	Good	Good	Good	Good	▲	▲/▲▲	▲/—
Ford Fiesta	■-▲▲	—	—	—	Marg.	Good	Good	Good	Good	▲	▲/▲▲	▲/—
Honda Fit	▲	—	—	—	Accept.	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/—
Hyundai Accent	▲	—	—	—	Poor	Good	Accept.	Good	Good	▲	▲/▲	▲/—
Hyundai Veloster	▲▲	—	—	—	Marg.	Good	Accept.	Good	Good	▲▲	▲/▲▲	▲/—
Kia Rio	▲	—	—	—	Marg.	Good	Accept.	Good	Good	▲	▲/▲▲	▲/—
Mini Cooper Base	▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲	▲/▲	▲/—
Mitsubishi i-MiEV	■	—	—	—	—	—	—	—	—	▲	▲/■	▲/—
Mitsubishi Mirage	▼	—	—	—	Marg.	Good	Good	Good	Good	▲	▲/ ▲	▲/—
Nissan Versa	■	—	—	—	—	Good	Good	Good	Good	—	▲/—	▲/—
Nissan Versa Note	■	—	—	—	—	Good	—	—	—	—	■/—	▲/—
Smart ForTwo	■	Opt.	—	—	—	Good	Good	—	—	—	—	—

PHOTO: JOHN WALSH, JOHN POWERS

WORSE — BETTER

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward Collision Warning	Automatic Braking: City	Automatic Braking: Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
CARS: SUBCOMPACT (Continued)												
Toyota Prius C	!	Std.	Std.	Std.	Accept.	Good	Good	Good	Good	^	^/^	^/—
Toyota Yaris	!	Std.	Std.	—	Marg.	Good	Good	Good	Good	^	^/^^	^/—
Toyota Yaris iA	!	—	Std.	—	Good	Good	Good	Good	Good	—	—	—
CARS: COMPACT												
Acura ILX	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^/^^	^/—
Audi A3	^^	Std.	Std.	Opt.	Good	Good	Good	Good	Good	^^	^/^^	^/^
BMW i3	^	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Buick Verano	^^	Opt.	—	—	—	Good	Good	—	Good	^^	^^/^^	^/—
Chevrolet Cruze	^^	Opt.	—	—	—	Good	Good	—	—	—	—	—
Chevrolet Sonic	^	Opt.	—	—	Good	Good	Good	Good	Good	^^	^^/^^	^/—
Chevrolet Volt	!	Opt.	Opt.	—	Good	Good	Good	Good	Good	—	—	—
Dodge Dart	^^	—	—	—	Accept.	Good	Good	Good	Good	^^	^^/^^	^/—
Fiat 500L	^	—	—	—	Poor	Good	Good	Good	Good	—	—	—
Ford Focus	!-^^	—	—	—	Accept.	Good	Good	Good	Good	^^	^^/^^	^/—
Ford Focus Electric	!	—	—	—	—	—	—	—	—	—	—	^^/—
Honda Civic	^^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^^/^^	^^/—
Hyundai Elantra	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^	^/^^	^/—
Hyundai Ioniq	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Kia Forte	^	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	^^	^/^^	^/—
Kia Niro	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Kia Soul	^^	Opt.	—	—	Good	Good	Good	Good	Good	^^	^^/^^	^/—
Mazda3	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—/^^	^/—
Mercedes-Benz B-Class ED	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Mini Cooper Clubman	^^	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Mitsubishi Lancer	!	—	—	—	Accept.	Good	Good	Good	Good	^	^/^	^/^
Nissan Leaf	!	—	—	—	Poor	Good	Good	—	Good	^	^/^	^/—
Nissan Sentra	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^	^/^^	^/—
Subaru Impreza	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Toyota Corolla	!	Std.	Std.	Std.	Marg.	Good	Good	Good	Good	—	—	^/—
Toyota Corolla iM	^	Std.	Std.	—	—	Good	Good	—	—	—	—	—
Toyota Prius	!	Std.	Std.	Std.	Good	Good	Good	Good	Good	^^	^/^^	^/—
Volkswagen Beetle	!	—	—	—	Marg.	Good	Good	Good	Good	^^	^/^^	^/—
Volkswagen Golf	^^	Opt.	Opt.	—	Good	Good	Good	Good	Good	^^	^/^^	^/^
Volkswagen Jetta	!-^	Opt.	Opt.	—	Good	Good	Good	Good	Good	^^	^/^^	^/—
CARS: MIDSIZED												
Chevrolet Malibu	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^^/^^	^/—
Chevrolet SS	^^	Std.	—	—	—	—	—	—	—	—	—	—
Chrysler 200	!-^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^^/^^	^/^
Ford C-MAX Hybrid	!	Opt.	—	—	Accept.	Good	Good	Good	Good	^	^/^^	^/—
Ford C-MAX Plug-in	!	Opt.	—	—	—	—	—	—	—	^	^/^^	^/—
Ford Fusion	!-^^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^/^^	^/^
Honda Accord	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^/^^	^^/—
Hyundai Sonata	!	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^^/^^	^/—
Kia Optima	^^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^^/^^	^^/—
Mazda6	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^^/^^	^/—
Nissan Altima	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^^/^^	^/—
Subaru Legacy	^^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^^/^^	—/^^
Subaru Outback	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^^/^^	—/^
Toyota Camry	^	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	^^	^/^^	^/—
Toyota Mirai	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Toyota Prius V	!	Opt.	Opt.	—	Good	Good	Good	Good	Good	—	—	^/—
Volkswagen Passat	^	Std.	Std.	—	Good	Good	Good	Good	Good	^^	^/^^	^/—

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward Collision Warning	Automatic Braking: City	Automatic Braking: Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
CARS: LUXURY MIDSIZED												
Acura TLX	⏫	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⏫	⏫/⏫	⏫/⏫
Alfa Romeo Giulia	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Audi A4	⏫	Std.	Std.	Opt.	Good	Good	Good	Good	Good	—	—	—
BMW 3 Series	⏫	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⏫	🔼/⏫	⏫/⏫
Buick Regal	⏫	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	⏫	🔼/⏫	🔼/🔼
Cadillac ATS	⏫	Opt.	Opt.	Opt.	—	—	—	—	—	⏫	⏫/⏫	⏫/⏫
Infiniti Q50	⏫	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	—	—	⏫/⏫
Jaguar XE	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Lexus CT 200h	🔼	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Lexus ES	🟡	Std.	Std.	Std.	Good	Good	Good	Good	Good	⏫	🔼/⏫	🔼/—
Lexus IS	🟡	Std.	Std.	Std.	—	Good	Good	—	—	—	—	⏫/⏫
Lincoln MKZ	⏫	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	🔼/⏫	🔼/🔼
Mercedes-Benz C-Class	🔼	Opt.	Std.	Std.	Good	Good	Good	Good	Good	⏫	🔼/⏫	🔼/🔼
Mercedes-Benz CLA	⏫	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mercedes-Benz CLS	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Volkswagen CC	🔼	Opt.	Opt.	—	Marg.	Good	Good	Good	Good	—	—	🔼/🔼
Volvo S60	⏫	Opt.	Std.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⏫/⏫
Volvo V60	🔼	Opt.	Std.	Opt.	Good	Good	Good	Good	Good	—	—	—
CARS: LARGE/LUXURY												
Acura RLX	⏫	Std.	Std.	Std.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⏫/⏫
Audi A6	⏫	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⏫/⏫
Audi A7	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Audi A8	⏫	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW 5 Series	🔼	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⏫	🔼/⏫	⏫/⏫
BMW 7 Series	⏫	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Buick LaCrosse	⏫	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Cadillac CT6	⏫	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Cadillac CTS	⏫	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⏫	⏫/⏫	⏫/⏫
Cadillac XTS	⏫	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	⏫	⏫/⏫	🔼/🔼
Chevrolet Impala	⏫	Opt.	Opt.	Opt.	—	Good	Good	—	—	⏫	⏫/⏫	🔼/—
Chrysler 300	🔼	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	🔼	🔼/⏫	🔼/🔼
Dodge Charger	🔼-⏫	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⏫	🔼/⏫	⏫/⏫
Ford Taurus	🔼	Opt.	—	—	—	Good	Good	Good	Good	⏫	⏫/⏫	🔼/🔼
Genesis G80	⏫	Std.	Std.	Std.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⏫/⏫
Genesis G90	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Infiniti Q70	🔼-⏫	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	🔼/—	🔼/🔼
Jaguar XF	⏫	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Jaguar XJ	🔼	—	—	—	—	—	—	—	—	—	—	—
Kia Cadenza	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Kia K900	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Lexus GS	🔼	Std.	Std.	Std.	—	Good	Good	—	Good	—	—	—
Lexus LS	🟡	Opt.	Opt.	Opt.	—	Good	—	Good	—	—	—	—
Lincoln Continental	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Maserati Ghibli	⏫	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	—	—	—
Mercedes-Benz E-Class	⏫	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Mercedes-Benz S-Class	⏫	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Nissan Maxima	🔼	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⏫	⏫/⏫	⏫/—
Porsche Panamera	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Tesla Model S	⏫	Std.	Std.	Std.	—	—	—	—	—	⏫	⏫/⏫	⏫/⏫
Toyota Avalon	🔼	Std.	Std.	Std.	Good	Good	Good	Good	Good	⏫	🔼/⏫	🔼/—
Volvo S90	⏫	Std.	Std.	Std.	—	—	—	—	—	—	—	—

WORSE — BETTER

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward Collision Warning	Automatic Braking: City	Automatic Braking: Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
CARS: SPORTY/CONVERTIBLE												
Alfa Romeo 4C	—	—	—	—	—	—	—	—	—	—	—	—
Audi A5	⌃	—	—	—	—	—	—	—	—	—	—	—
Audi TT	⌃⌃	—	—	—	—	—	—	—	—	—	—	—
BMW 2 Series	⌃⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
BMW 4 Series	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW 6 Series	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW Z4	⌃⌃	—	—	—	—	—	—	—	—	—	—	—
Buick Cascada	⌃	Opt.	—	—	—	—	—	—	—	⌃⌃	⌃/⌃⌃	⌃/—
Chevrolet Camaro Coupe	⌃⌃	—	—	—	Good	Good	Good	Good	Accept.	—	—	—
Chevrolet Corvette	⌃⌃	—	—	—	—	—	—	—	—	—	—	—
Dodge Challenger	⌃⌃	Opt.	—	—	Marg.	Good	Good	Accept.	Accept.	⌃⌃	⌃/⌃⌃	⌃/—
Fiat 124 Spider	—	—	—	—	—	—	—	—	—	—	—	—
Fiat 500 Abarth/convertible	⌃-⌃⌃	—	—	—	—	—	—	—	—	—	—	—
Ford Mustang Coupe	⌃⌃	Opt.	—	—	Accept.	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃⌃/—
Jaguar F-Type	—	—	—	—	—	—	—	—	—	—	—	—
Lexus LC	—	Opt.	Opt.	Std.	—	—	—	—	—	—	—	—
Lexus RC	—	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Mazda MX-5 Miata	⌃⌃	—	—	—	—	—	—	—	—	—	—	—
Mercedes-Benz SL	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mercedes-Benz SLC	—	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mini Cooper S	⌃⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃	⌃/⌃	⌃/—
Nissan Z	⌃⌃	—	—	—	—	—	—	—	—	—	—	—
Porsche 718 Boxster	⌃⌃	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Porsche 718 Cayman	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Porsche 911	⌃⌃	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Subaru BRZ	⌃⌃	—	—	—	Accept.	Good	Good	Good	Good	—	⌃/—	⌃⌃/—
Subaru WRX/STi	⌃⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Toyota 86	⌃⌃	—	—	—	Accept.	Good	Good	Good	Good	—	⌃/—	⌃⌃/—
Volkswagen GTI	⌃⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃/⌃⌃	⌃/—
MINIVANS												
Chrysler Pacifica	!	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃/—
Dodge Grand Caravan	!	—	—	—	Poor	Good	Good	Good	Good	⌃	⌃/⌃⌃	⌃/—
Ford Transit Connect	⌃	—	—	—	—	—	—	—	—	⌃⌃	⌃/⌃⌃	⌃/—
Honda Odyssey	!	Opt.	—	—	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃/—
Kia Sedona	!	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃/—
Mercedes-Benz Metris	—	Opt.	—	—	—	—	—	—	—	—	—	—
Nissan Quest	!	—	—	—	Poor	Good	Good	Good	Accept.	—	—	—
Toyota Sienna	!	Opt.	Opt.	Opt.	Accept.	Good	Good	Good	Good	⌃⌃	⌃/⌃⌃	⌃/⌃
SUVs: SMALL												
Audi Q3	⌃	—	—	—	Good	Good	Good	Good	Good	—	—	—
BMW X1	⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Buick Encore	⌃⌃	Opt.	—	—	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃/⌃
Chevrolet Trax	⌃	Opt.	—	—	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃/⌃
Fiat 500X	⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Ford Escape	⌃	Opt.	—	—	Accept.	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃/⌃
Honda CR-V	⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃/⌃
Honda HR-V	⌃	—	—	—	Accept.	Good	Accept.	Good	Good	⌃⌃	⌃/⌃⌃	⌃/⌃
Hyundai Tucson	⌃-⌃⌃	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	⌃⌃	⌃⌃/⌃⌃	⌃/⌃
Infiniti QX30	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Jeep Cherokee	!-⌃	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	⌃	⌃/⌃⌃	⌃/⌃
Jeep Compass	⌄	—	—	—	—	—	—	Good	—	—	!/—	⌃/⌃

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward Collision Warning	Automatic Braking: City	Automatic Braking: Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
SUVs: SMALL (Continued)												
Jeep Patriot	!	—	—	—	Poor	Good	Good	Good	Good	▲	!/▲▲	!/!
Jeep Renegade	▲	Opt.	Opt.	Opt.	—	Good	Good	—	Good	▲	▲/▲▲	▲/!
Kia Sportage	▲▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲/▲▲	▲/▲
Lincoln MKC	▲▲	Opt.	—	—	—	Good	Good	—	—	▲	▲/▲▲	▲/▲
Mazda CX-3	▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
Mazda CX-5	▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Mercedes-Benz GLA	▲▲	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mini Cooper Countryman	▲	—	—	—	Good	Good	Good	Good	Good	—	—	—
Mitsubishi Outlander	!	Opt.	Opt.	—	Good	Good	Good	Good	Good	▲▲	▲/▲▲	▲/▲
Mitsubishi Outlander Sport	—	—	—	—	Accept.	Good	Good	Good	Good	—	▲/▲▲	▲/▲
Nissan Juke	—	—	—	—	Poor	Good	Good	Good	Good	—	!/—	▲/▲
Nissan Rogue	▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲	▲/▲▲	▲/▲
Porsche Macan	▲▲	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Subaru Crosstrek	▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲/▲▲	—/▲
Subaru Forester	▲▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲/▲▲	—/▲
Toyota RAV4	!	Std.	Std.	Std.	Good	Good	Good	Good	Good	▲▲	▲/▲▲	▲/▲
Volkswagen Tiguan	▲	—	—	—	Marg.	Good	Good	Good	Good	▲	!/▲▲	▲/▲
Volvo XC60	▲	Opt.	Std.	Opt.	Good	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
SUVs: MIDSIZED/LUXURY												
Acura MDX	▲	Std.	Std.	Std.	Good	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
Acura RDX	▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
Audi Q5	▲▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲	▲/▲▲	—/▲
BMW X3	▲▲	Opt.	Opt.	Opt.	—	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
BMW X4	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
BMW X5	▲	Opt.	Opt.	Opt.	—	Good	Good	—	—	▲▲	▲▲/▲▲	▲/▲
BMW X6	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Buick Envision	▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲/▲▲	—/▲
Cadillac XT5	▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Chevrolet Equinox	!	Opt.	—	—	Good	Good	Good	Good	Good	▲	▲/▲▲	▲/▲
Dodge Durango	!	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	▲	▲/▲▲	▲/!
Dodge Journey	!	—	—	—	Poor	Good	Good	Good	Good	▲	▲/▲▲	▲/▲
Ford Edge	▲	Opt.	—	—	Accept.	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
Ford Explorer	!	Opt.	—	—	Marg.	Good	Good	—	Good	▲▲	▲▲/▲▲	▲/▲
Ford Flex	!	Opt.	—	—	Accept.	Good	Good	Good	Good	—	—	▲/▲
GMC Terrain	!	Opt.	—	—	Good	Good	Good	Good	Good	▲	▲/▲▲	▲/▲
Honda Pilot	!	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲/▲▲	▲/▲
Hyundai Santa Fe	▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	—	—	—
Hyundai Santa Fe Sport	▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
Infiniti QX50	—	Opt.	Opt.	Opt.	—	Good	—	Good	—	—	—	▲/▲
Infiniti QX60	!	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲/▲▲	▲/▲
Infiniti QX70	▲	Opt.	Opt.	Opt.	—	Good	—	Good	—	—	—	—
Jaguar F-Pace	▲	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Jeep Grand Cherokee	▲	Opt.	Opt.	Opt.	Marg.	Good	Good	Good	Good	▲▲	▲▲/▲▲	!/▲
Jeep Wrangler	▼▼	—	—	—	Good	Good	Marg.*	Marg.	—	—	—	—/!
Kia Sorento	▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
Land Rover Discovery Sport	!	Opt.	Opt.	—	—	—	—	—	—	—	—	—
Land Rover Range Rover Evoque	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Lexus GX	!	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Lexus NX	!-▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲/▲▲	▲/▲

* Tested without optional side air bags.

WORSE — BETTER

Make & Model	CR Tests	Front-Crash Prevention			IIHS Safety Tests					NHTSA Safety Tests		
	Accident Avoidance	Forward Collision Warning	Automatic Braking: City	Automatic Braking: Highway	Front Small Overlap	Offset Frontal	Side	Rear	Roof Crush	Combined Overall	Overall Front/Side	Rollover 2WD/4WD
SUVs: MIDSIZED/LUXURY (Continued)												
Lexus RX	!	Std.	Std.	Std.	Good	Good	Good	Good	Good	—	—/▲▲	▲/▲
Lincoln MKT	—	Opt.	—	—	—	—	—	Good	—	—	—	▲/▲
Lincoln MKX	▲▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
Maserati Levante	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Mazda CX-9	!	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Mercedes-Benz GLC	▲	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Mercedes-Benz GLE	!	Opt.	Std.	Std.	Good	Good	Good	Good	Good	—	—	▲/▲
Nissan Murano	▲	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲/▲▲	▲/▲
Nissan Pathfinder	!	Opt.	Opt.	Opt.	Good	Good	Good	Good	Good	▲▲	▲/▲▲	▲/▲
Porsche Cayenne	▲	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Tesla Model X	▲▲	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Toyota 4Runner	!	—	—	—	Marg.	Good	Good	Good	Good	▲	▲/▲▲	!/!
Toyota Highlander	!-▲	Std.	Std.	Std.	Good	Good	Good	Good	Good	▲▲	▲/▲▲	▲/▲
Volkswagen Touareg	—	Std.	Std.	—	—	Good	Good	Good	Good	—	—	—
Volvo XC90	▲▲	Std.	Std.	Std.	Good	Good	Good	Good	Good	▲▲	▲▲/▲▲	—/▲
SUVs: LARGE/LUXURY												
Audi Q7	▲▲	Std.	Std.	Opt.	Good	Good	Good	Good	Good	—	—	—
Buick Enclave	!	Opt.	—	—	—	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
Cadillac Escalade	!	Opt.	Opt.	Opt.	—	—	—	—	—	—	—/▲▲	!/!
Chevrolet Suburban	!	Opt.	Opt.	Opt.	—	—	—	—	—	▲	▲/▲▲	!/!
Chevrolet Tahoe	!	Opt.	Opt.	Opt.	—	—	—	—	—	▲	▲▲/▲▲	!/!
Chevrolet Traverse	!	Opt.	—	—	—	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
Ford Expedition	!	—	—	—	—	—	—	—	—	▲▲	▲▲/▲▲	!/▲
GMC Acadia	▲	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
GMC Yukon	!	Opt.	Opt.	Opt.	—	—	—	—	—	▲	▲▲/▲▲	!/!
GMC Yukon XL	!	Opt.	Opt.	Opt.	—	—	—	—	—	▲	▲/▲▲	!/!
Infiniti QX80	!	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Land Rover LR4	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Land Rover Range Rover	!	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
Land Rover Range Rover Sport	▲	Std.	Std.	Opt.	—	—	—	—	—	—	—	—
Lexus LX	—	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Lincoln Navigator	!	—	—	—	—	—	—	—	—	▲▲	▲▲/▲▲	!/▲
Mercedes-Benz GLS	!	Opt.	Std.	Std.	—	—	—	—	—	—	—	—
Nissan Armada	—	Opt.	Opt.	Opt.	—	—	—	—	—	—	—	—
Toyota Land Cruiser	!	Std.	Std.	Std.	—	—	—	—	—	—	—	—
Toyota Sequoia	▼	—	—	—	—	—	—	—	—	—	—	▲/▲
PICKUPS: COMPACT												
Chevrolet Colorado	!	Opt.	—	—	—	Good	—	—	—	▲	▲/▲▲	!/!
GMC Canyon	!	Opt.	—	—	—	Good	—	—	—	▲	▲/▲▲	!/!
Honda Ridgeline	▲	Opt.	Opt.	Opt.	—	Good	Good	—	—	—	—	—
Nissan Frontier	—	—	—	—	—	Good	Good	Accept.	—	—	—	!/▲
Toyota Tacoma	▼	—	—	—	—	Good	Good	—	—	▲	▲/▲▲	▲/▲
PICKUPS: FULL-SIZED												
Chevrolet Silverado 1500	!	Opt.	Opt.	—	Marg.	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
Ford F-150	!	Opt.	—	—	Good	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
GMC Sierra 1500	!	Opt.	Opt.	—	Marg.	Good	Good	Good	Good	▲▲	▲▲/▲▲	▲/▲
Nissan Titan XD	▼	—	—	—	—	—	—	—	—	—	—	—
Ram 1500	!	—	—	—	Marg.	Good	Good	Good	Marg.	▲	▲/▲▲	▲/!
Toyota Tundra	▼▼	—	—	—	Marg.	Good	Good	Good	Accept.	▲	▲/▲▲	!/▲

Dimensions

These charts allow you to easily compare the interior and exterior dimensions of different models, along with cargo, load, and towing capacity. We have detailed data on 252 models, much being compiled from measurements taken during our testing. Data for vehicles not tested by us or not yet on sale were provided by manufacturers.

Exterior Dimensions and Weight

Length, width, height, and **wheelbase** data come from the manufacturer. **Weight** of tested vehicles is measured on our scales.

Cargo

Max. load is the maximum weight of the combination of passengers and cargo that the vehicle can safely carry. This figure is specified by the manufacturer or, in the case of some tested vehicles, calculated based on the difference between our tested vehicle's weight and the manufacturer's specified gross weight.

Cargo volume for wagons, minivans, and sport-utility vehicles is our measurement with the rear seats folded. We use an adjustable pipe-frame box and enlarge it until it no longer fits through the rear hatch. Data for cars come from the government.

Towing capacity is the maximum for the vehicle we tested. For ones we did not test, we have included the manufacturer's tow rating for a typical model. **NR** denotes not recommended for towing.

Interior Dimensions

Front, rear, and third-row shoulder room are either our measurements or data from the manufacturer. For three adults to sit abreast comfortably, rear shoulder room should be 55 inches or more. **Front leg room** is the maximum distance from the heel point of the driver to the base of the seatback, with the seat adjusted as far back as it will go. **Rear or third-row leg room** is measured with the front seat adjusted to provide 40 inches of front leg room. **Head room** is the clearance above a 5-foot, 9-inch person. **NA** means data are not available; we have been unable to measure the vehicle completely. A dash (–) means not applicable.

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu.ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Room (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
Acura ILX	182	71	56	105	3,095	850	12.0	NR	55.0	41.0	2.5	50.0	27.5	1.5	-	-	-
Acura MDX	194	77	68	111	4,200	1,175	34.0	5,000	60.5	41.0	4.5	58.5	30.0	3.5	52.0	25.0	0.0
Acura RDX	184	74	65	106	3,850	870	31.5	1,500	58.0	41.0	4.0	56.0	30.0	4.0	-	-	-
Acura RLX	196	74	58	112	3,930	850	13.0	NR	59.5	41.5	3.5	56.0	31.0	3.0	-	-	-
Acura TLX	190	74	57	109	3,480	850	13.0	NR	57.0	41.0	3.0	54.0	27.0	2.5	-	-	-
Alfa Romeo 4C	158	74	47	94	2,465	335	4.0	NR	50.0	NA	NA	-	-	-	-	-	-
Alfa Romeo Giulia	183	74	56	111	3,300	NA	NA	NR	NA	NA	NA	NA	NA	NA	-	-	-
Audi A3	175	70	56	104	3,135	1,100	13.0	NR	54.5	42.0	3.0	51.5	26.0	1.0	-	-	-
Audi A4	186	73	56	111	3,630	1,060	13.0	NR	53.0	43.0	3.5	55.0	27.0	2.5	-	-	-
Audi A5	182	73	54	108	4,050	880	12.0	NR	54.0	42.5	5.0	43.0	24.0	2.0	-	-	-
Audi A6	194	74	58	115	4,075	1,100	14.0	NR	56.0	44.0	4.0	53.0	29.0	3.0	-	-	-
Audi A7	196	75	56	115	4,235	1,100	25.0	NR	56.0	42.5	3.0	54.0	27.5	1.5	-	-	-
Audi A8	207	77	58	123	4,420	1,100	13.0	NR	59.0	43.0	3.5	57.0	34.0	3.5	-	-	-
Audi Q3	173	72	63	103	3,680	1,060	24.5	2,200	55.0	42.0	4.0	52.5	26.0	3.0	-	-	-
Audi Q5	182	75	65	111	4,190	1,045	32.0	4,410	57.0	42.0	4.5	55.0	25.5	2.5	-	-	-
Audi Q7	200	78	69	118	5,080	1,365	35.5	7,700	59.0	42.0	4.5	57.5	29.0	3.5	50.0	26.5	1.0
Audi TT	165	72	53	99	3,140	770	12.0	NR	53.0	41.5	3.5	46.5	19.5	0.0	-	-	-
BMW 2 Series	175	70	56	106	3,450	805	14.0	NR	54.0	42.0	3.5	51.5	25.0	0.0	-	-	-
BMW 3 Series	183	71	56	111	3,690	905	17.0	NR	55.0	42.0	4.0	54.5	27.5	2.5	-	-	-
BMW 4 Series	183	72	54	111	3,470	790	16.0	NR	55.5	NA	NA	51.5	NA	NA	-	-	-
BMW 5 Series	193	73	57	117	4,035	1,060	14.0	NR	57.0	42.0	3.5	55.0	29.0	4.0	-	-	-
BMW 6 Series	193	75	54	112	4,355	770	13.0	NR	57.0	NA	NA	49.5	NA	NA	-	-	-
BMW 7 Series	207	75	58	126	4,710	960	18.0	NR	59.0	42.5	4.0	55.0	32.5	3.5	-	-	-
BMW i3	157	70	62	101	3,140	650	12.0	NR	53.5	42.0	4.5	48.0	26.0	3.0	-	-	-
BMW X1	175	72	63	105	3,725	900	27.0	NR	55.0	40.0	4.0	55.5	26.5	3.5	-	-	-
BMW X3	183	74	65	111	4,135	905	33.0	3,000	57.0	43.0	4.5	55.5	28.5	4.0	-	-	-
BMW X4	184	74	64	111	4,130	905	NA	3,000	57.0	NA	NA	56.0	NA	NA	-	-	-
BMW X5	192	76	69	116	4,745	1,345	34.5	6,000	60.5	42.0	4.5	58.5	27.0	4.5	45.0	23.5	1.0
BMW X6	192	78	67	116	4,750	935	NA	NR	60.0	NA	NA	57.0	NA	NA	-	-	-
BMW Z4	167	71	51	96	3,240	560	6.0	NR	52.0	41.5	4.5	-	-	-	-	-	-
Buick Cascada	185	72	57	106	3,970	740	13.0	NR	54.5	41.5	5.0	46.0	24.5	0.0	-	-	-
Buick Enclave	202	79	72	119	5,100	1,335	44.0	4,500	62.0	41.5	3.5	60.5	30.0	4.0	56.0	24.0	0.0
Buick Encore	168	70	65	101	3,355	945	26.0	NR	53.0	42.0	4.0	49.0	25.5	4.0	-	-	-
Buick Envision	184	72	67	108	4,040	950	32.5	1,500	56.5	42.5	4.0	53.5	30.5	1.5	-	-	-

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu.ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Room (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
Buick LaCrosse	198	73	58	114	3,665	915	15.0	1,000	57.0	44.0	3.5	55.5	32.0	2.5	-	-	-
Buick Regal	190	73	58	108	3,710	925	14.0	NR	56.5	43.0	3.0	53.0	29.0	1.5	-	-	-
Buick Verano	184	71	58	106	3,465	880	14.0	1,000	54.5	44.0	4.0	52.0	27.0	2.5	-	-	-
Cadillac ATS	183	71	56	109	3,420	870	10.0	NR	55.0	43.0	3.5	53.0	27.5	2.0	-	-	-
Cadillac CT6	204	74	58	122	4,040	910	15.0	1,000	57.5	44.0	4.5	55.0	31.0	3.5	-	-	-
Cadillac CTS	196	72	57	115	3,915	890	14.0	1,000	56.5	42.0	4.0	53.0	28.5	2.0	-	-	-
Cadillac Escalade	204	81	74	116	5,820	1,310	48.0	8,100	64.0	43.0	4.0	64.0	30.0	4.0	63.0	27.0	0.0
Cadillac XT5	190	75	66	113	4,300	1,620	33.0	3,500	57.5	43.5	4.0	55.0	29.0	2.0	-	-	-
Cadillac XTS	202	73	59	112	4,090	925	18.0	1,000	56.0	43.5	3.5	54.0	32.5	3.0	-	-	-
Chevrolet Camaro	188	75	53	111	3,730	725	11.0	NR	55.0	42.5	2.0	47.5	23.0	0.0	-	-	-
Chevrolet Colorado	213	74	79	128	4,500	1,555	-	7,000	57.5	43.0	5.5	55.5	28.0	3.0	-	-	-
Chevrolet Corvette	177	74	49	107	3,470	525	15.0	NR	53.0	41.0	3.5	-	-	-	-	-	-
Chevrolet Cruze	184	71	57	106	2,915	870	15.0	1,000	54.0	43.0	5.0	51.5	29.0	1.5	-	-	-
Chevrolet Equinox	188	73	66	113	4,155	1,040	33.5	3,500	55.0	43.5	4.5	55.0	32.0	4.5	-	-	-
Chevrolet Impala	201	73	59	112	3,855	945	19.0	1,000	56.0	43.0	4.0	53.0	32.0	2.0	-	-	-
Chevrolet Malibu	194	73	58	112	3,125	900	16.0	1,000	57.0	43.0	5.5	54.5	29.0	3.0	-	-	-
Chevrolet Silverado 1500	230	80	74	144	5,415	1,705	-	11,200	65.0	44.0	8.5	64.0	32.0	5.5	-	-	-
Chevrolet Sonic	173	68	60	99	2,765	895	14.0	NR	52.0	42.0	5.5	52.0	24.0	2.5	-	-	-
Chevrolet Spark	143	63	58	94	2,280	660	11.0	NR	50.0	41.5	1.5	48.0	24.0	4.5	-	-	-
Chevrolet SS	196	75	58	115	4,025	915	18.0	NR	58.5	44.0	3.5	57.5	30.0	2.0	-	-	-
Chevrolet Suburban	224	81	74	130	5,945	1,455	62.5	8,000	64.5	43.5	4.5	64.5	30.0	5.0	64.0	27.0	4.0
Chevrolet Tahoe	204	81	74	116	5,635	1,580	47.5	8,300	64.5	43.5	4.5	64.5	30.0	4.5	63.5	27.0	0.0
Chevrolet Traverse	204	78	70	119	4,975	1,405	48.5	5,200	61.0	41.0	3.5	60.5	30.0	4.0	55.0	24.0	1.0
Chevrolet Trax	167	70	66	101	3,255	945	26.0	NR	53.0	43.0	6.5	50.0	26.0	4.0	-	-	-
Chevrolet Volt	180	71	56	106	3,520	750	11.0	NR	56.0	43.0	3.5	52.0	27.5	0.5	-	-	-
Chrysler 200	192	74	55	108	3,650	900	16.0	NR	57.5	42.0	2.0	55.0	29.0	2.0	-	-	-
Chrysler 300	199	75	58	120	4,095	865	16.0	1,000	57.5	43.0	3.0	54.5	29.5	2.5	-	-	-
Chrysler Pacifica	204	80	70	122	4,535	1,300	66.0	3,600	63.5	42.0	6.5	63.0	31.0	4.5	61.0	29.0	4.0
Dodge Challenger	198	76	57	116	4,190	865	16.0	1,000	58.5	42.0	6.0	53.0	23.0	1.0	-	-	-
Dodge Charger	198	75	58	120	4,335	865	16.0	1,000	57.0	41.5	2.5	55.0	28.0	2.0	-	-	-
Dodge Dart	184	72	58	106	3,260	825	13.0	1,000	57.5	42.0	4.5	54.5	27.5	2.0	-	-	-
Dodge Durango	200	76	71	120	5,105	1,200	44.0	6,200	58.0	42.0	4.0	57.0	28.0	5.0	49.0	26.0	0.0
Dodge Grand Caravan	203	79	68	121	4,685	1,150	61.5	3,600	64.0	41.0	3.0	63.5	32.5	3.0	59.0	27.0	1.5
Dodge Journey	192	72	68	114	4,410	1,165	37.0	2,500	57.0	41.0	4.5	56.5	26.0	4.5	51.0	24.0	0.0
Fiat 124 Spider	160	69	49	91	2,435	340	5.0	NR	52.0	NA	NA	-	-	-	-	-	-
Fiat 500	140	64	60	91	2,415	750	10.0	NR	48.5	40.5	4.5	46.5	23.0	0.0	-	-	-
Fiat 500L	167	70	66	103	3,330	860	22.5	NR	56.0	41.0	7.0	52.5	28.5	3.5	-	-	-
Fiat 500X	167	71	64	101	3,280	1,080	19.5	NR	53.5	41.5	6.0	51.5	26.5	2.5	-	-	-
Ford C-MAX	174	72	64	104	3,615	825	28.0	NR	55.5	42.0	7.0	53.0	28.5	5.0	-	-	-
Ford Edge	188	76	69	112	4,205	935	39.0	3,500	58.0	42.5	3.5	59.0	30.5	3.0	-	-	-
Ford Escape	178	72	66	106	3,695	825	34.0	2,000	55.5	41.5	6.0	53.5	28.0	5.0	-	-	-
Ford Expedition	221	79	79	131	6,265	1,440	71.0	9,100	63.0	42.0	3.5	63.5	29.0	4.5	52.0	28.0	2.5
Ford Explorer	198	79	70	113	4,780	1,280	42.0	5,000	60.5	42.0	5.5	60.0	27.0	3.5	48.5	27.0	3.0
Ford F-150	232	80	77	145	5,025	1,925	-	10,700	66.0	43.0	7.5	65.5	34.5	6.0	-	-	-
Ford Fiesta	174	68	58	98	2,665	825	13.0	NR	52.0	41.5	5.0	48.0	24.5	1.5	-	-	-
Ford Flex	202	80	68	118	4,820	1,160	47.5	4,500	58.5	41.5	6.5	58.0	31.5	7.5	50.0	28.0	2.0
Ford Focus	179	72	58	104	2,990	825	13.0	NR	55.5	42.0	4.5	51.0	27.0	2.0	-	-	-
Ford Fusion	192	73	58	112	3,615	850	16.0	2,000	57.5	42.0	2.5	54.5	29.0	2.5	-	-	-
Ford Mustang	188	75	54	107	3,845	670	14.0	1,000	56.0	42.5	4.0	50.0	23.0	0.0	-	-	-
Ford Taurus	203	76	61	113	4,090	950	20.0	1,000	57.5	41.5	3.5	56.0	28.5	3.5	-	-	-
Ford Transit Connect	190	72	72	121	3,580	1,270	61.0	2,000	57.5	41.0	13.5	58.0	31.0	10.0	56.5	29.5	6.5
Genesis G80	197	74	58	119	4,530	905	15.0	NR	57.5	42.0	3.5	56.0	29.5	2.5	-	-	-
Genesis G90	205	75	59	124	5,335	NA	16.0	NR	59.0	NA	NA	58.0	NA	NA	-	-	-
GMC Acadia	194	75	66	113	4,395	1,585	40.5	4,000	58.0	43.0	5.0	56.0	31.0	4.0	54.0	24.0	3.5
GMC Canyon	212	74	79	128	4,500	1,555	-	7,000	57.5	43.0	5.5	55.5	28.0	3.0	-	-	-
GMC Sierra 1500	230	80	74	144	5,415	1,705	-	11,200	65.0	44.0	8.5	64.0	32.0	5.5	-	-	-

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu.ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Room (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
GMC Terrain	188	73	66	113	3,945	1,095	33.5	1,500	55.5	43.0	6.5	55.5	31.0	5.5	-	-	-
GMC Yukon	204	81	74	116	5,635	1,580	47.5	8,200	64.5	43.5	4.5	64.5	30.0	4.5	63.5	27.0	0.0
GMC Yukon XL	224	81	74	130	5,945	1,455	62.5	8,000	64.5	43.5	4.5	64.5	30.0	5.0	64.0	27.0	4.0
Honda Accord	191	73	58	109	3,245	850	16.0	1,000	58.5	41.0	5.0	55.5	30.0	2.0	-	-	-
Honda Civic	182	71	56	106	2,745	850	13.0	NR	56.5	42.0	5.0	54.0	30.0	2.0	-	-	-
Honda CR-V	179	72	65	103	3,530	850	36.0	1,500	58.0	41.0	4.0	55.0	29.0	4.5	-	-	-
Honda Fit	160	67	60	99	2,625	850	17.0	NR	54.0	40.0	3.5	49.5	29.0	2.0	-	-	-
Honda HR-V	169	70	63	103	3,045	850	32.0	NR	56.0	41.0	5.0	51.5	30.0	3.5	-	-	-
Honda Odyssey	203	79	68	118	4,530	1,340	61.5	3,500	64.0	41.0	2.5	62.5	32.0	5.0	59.5	29.0	3.5
Honda Pilot	195	79	70	111	4,280	1,340	48.0	5,000	61.0	41.0	6.0	60.5	28.0	5.5	56.0	27.5	4.5
Honda Ridgeline	210	79	71	125	4,415	1,325	-	5,000	61.0	40.5	6.0	26.0	4.5	26.0	-	-	-
Hyundai Accent	172	67	57	101	2,550	850	14.0	NR	53.0	41.5	5.0	51.0	26.0	2.0	-	-	-
Hyundai Elantra	180	71	57	106	2,865	850	14.0	NR	55.0	43.0	5.0	53.5	27.5	2.5	-	-	-
Hyundai Ioniq	176	72	57	106	NA	850	27.0	NR	56.0	NA	NA	55.0	NA	NA	-	-	-
Hyundai Santa Fe	193	74	67	110	4,210	1,295	40.5	5,000	59.0	41.5	6.0	56.5	30.0	5.0	53.0	31.0	1.0
Hyundai Santa Fe Sport	185	74	66	106	3,760	930	35.5	2,000	58.5	41.0	6.0	56.0	28.0	4.5	-	-	-
Hyundai Sonata	191	73	58	110	3,315	905	16.0	NR	57.5	42.5	5.0	55.5	30.5	3.0	-	-	-
Hyundai Tucson	176	73	65	105	3,595	970	29.5	1,500	56.0	41.5	5.5	54.0	28.0	5.0	-	-	-
Hyundai Veloster	166	71	55	104	2,765	700	16.0	NR	54.5	41.5	2.0	50.5	26.5	0.0	-	-	-
Infiniti Q50	188	72	57	112	3,835	900	14.0	NR	55.5	41.5	3.5	54.5	28.0	2.0	-	-	-
Infiniti Q70	195	73	59	114	3,895	860	15.0	NR	57.0	41.5	4.0	54.0	29.5	3.0	-	-	-
Infiniti QX30	174	72	60	106	3,340	880	NA	NR	54.5	44.0	3.0	52.5	25.5	2.0	-	-	-
Infiniti QX50	187	71	63	113	4,015	860	NA	NR	55.0	NA	NA	55.0	NA	NA	-	-	-
Infiniti QX60	196	77	68	114	4,530	1,150	39.0	5,000	59.0	41.5	4.0	59.0	28.0	3.5	55.0	27.0	1.5
Infiniti QX70	191	76	66	114	4,225	950	25.5	2,000	56.5	41.5	3.5	56.0	27.0	4.5	-	-	-
Infiniti QX80	208	80	76	121	5,990	1,590	49.5	8,500	63.5	40.5	5.0	63.0	31.0	5.0	58.0	25.0	2.0
Jaguar F-Pace	186	87	66	113	4,350	960	29.0	5,290	57.0	41.0	4.0	55.0	27.5	3.0	-	-	-
Jaguar F-Type	176	74	52	103	3,520	420	7.0	NR	56.5	NA	NA	-	-	-	-	-	-
Jaguar XE	184	77	56	112	3,350	NA	16.0	NA	NA	NA	NA	NA	NA	NA	-	-	-
Jaguar XF	195	78	58	117	4,175	960	19.0	4,080	56.5	43.0	3.5	54.0	30.5	3.5	-	-	-
Jaguar XJ	207	75	57	124	4,200	880	15.0	NR	57.0	42.0	2.5	56.0	34.0	2.5	-	-	-
Jeep Cherokee	182	73	66	106	4,120	1,000	31.0	4,500	57.0	42.5	5.5	54.0	29.0	4.0	-	-	-
Jeep Compass	173	69	65	104	3,590	925	26.5	1,000	54.0	41.5	6.5	53.5	27.0	5.0	-	-	-
Jeep Grand Cherokee	190	77	68	115	4,900	1,050	36.5	6,200	58.0	41.5	4.0	57.0	27.0	4.5	-	-	-
Jeep Patriot	174	69	67	104	3,350	925	29.5	1,000	54.5	41.0	4.0	54.0	26.0	6.0	-	-	-
Jeep Renegade	167	71	66	101	3,360	985	30.5	2,000	55.0	43.0	7.0	52.5	27.0	6.0	-	-	-
Jeep Wrangler	173	74	71	116	4,570	850	34.5	3,500	56.0	41.0	6.5	58.0	28.0	6.0	-	-	-
Kia Cadenza	196	74	58	112	3,765	905	16.0	NR	58.5	NA	NA	56.5	NA	NA	-	-	-
Kia Forte	180	70	57	106	2,815	850	15.0	NR	55.0	41.5	4.5	52.5	28.5	2.0	-	-	-
Kia K900	201	75	59	120	4,555	905	16.0	NR	59.0	NA	NA	57.0	NA	NA	-	-	-
Kia Niro	172	71	60	106	NA	NA	NA	NR	56.0	NA	NA	55.5	NA	NA			
Kia Optima	191	73	58	110	3,300	905	16.0	NR	56.5	42.0	4.0	54.5	29.5	3.5	-	-	-
Kia Rio	172	68	57	101	2,575	925	14.0	NR	52.5	42.0	5.0	49.5	26.0	2.5	-	-	-
Kia Sedona	201	78	69	121	4,595	1,325	46.0	3,500	63.0	42.5	6.5	62.5	32.0	5.0	59.0	27.5	2.0
Kia Sorento	187	74	66	109	4,175	1,120	37.5	5,000	58.5	42.0	5.5	56.5	27.5	5.0	52.0	26.0	0.0
Kia Soul	163	71	63	101	3,055	825	24.5	NR	55.0	42.0	4.5	53.0	28.5	2.5	-	-	-
Kia Sportage	176	73	64	105	3,485	970	29.5	2,000	56.0	41.5	5.5	53.0	28.0	4.5	-	-	-
Land Rover Discovery Sport	181	82	68	108	4,325	935	33.0	4,410	58.5	41.0	6.5	56.0	29.5	4.5	NA	NA	NA
Land Rover LR4	190	75	72	114	5,710	1,300	52.5	7,715	59.0	40.5	5.0	59.0	27.5	8.0	43.0	27.5	4.5
Land Rover Range Rover	197	78	72	115	5,300	960	34.5	7,715	60.5	42.5	5.5	59.0	29.0	4.0	-	-	-
Land Rover Range Rover Evoque	172	77	64	105	3,940	1,025	25.5	3,500	56.5	42.0	5.0	55.5	25.5	4.5	-	-	-
Land Rover Range Rover Sport	191	78	70	115	5,255	1,345	31.5	7,715	60.5	42.0	4.5	59.0	28.0	3.0	43.0	23.0	0.0
Lexus CT 200h	171	70	57	102	3,225	825	18.0	NR	53.5	42.0	3.0	52.0	26.0	3.0	-	-	-
Lexus ES	193	72	57	111	3,575	905	15.0	NR	57.5	42.5	3.0	54.0	30.5	2.5	-	-	-

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu.ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Room (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
Lexus GS	192	72	57	112	3,845	825	16.0	NR	56.5	43.0	3.0	55.0	28.0	2.5	-	-	-
Lexus GX	192	74	74	110	5,170	1,155	36.5	6,500	57.0	42.0	5.5	57.0	30.0	6.0	44.0	24.5	1.0
Lexus IS	184	71	56	110	3,850	825	14.0	NR	55.0	42.5	3.0	51.5	28.5	2.5	-	-	-
Lexus LC	187	76	53	113	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA			
Lexus LS	205	74	58	122	4,515	825	18.0	NR	57.0	41.5	3.5	53.5	35.0	3.5	-	-	-
Lexus LX	199	78	73	112	6,000	1,385	NA	7,000	61.5	NA	NA	61.5	NA	NA	62.5	NA	NA
Lexus NX	182	74	65	105	4,000	895	28.5	2,000	56.5	42.0	3.0	57.0	30.0	3.5	-	-	-
Lexus RC	185	72	55	108	3,750	700	10.0	NR	54.5	NA	NA	51.0	NA	NA	-	-	-
Lexus RX	193	75	68	110	4,435	920	30.0	3,500	57.5	42.0	3.0	56.0	30.5	5.0	-	-	-
Lincoln Continental	201	78	59	118	NA	NA	17.0	NA	58.5	NA	NA	56.0	NA	NA	-	-	-
Lincoln MKC	179	73	65	106	4,070	825	30.5	2,000	55.5	41.0	4.0	54.0	25.5	2.0	-	-	-
Lincoln MKT	208	76	67	118	4,980	1,160	36.0	4,500	58.5	41.0	4.0	57.5	30.5	3.0	47.0	27.0	0.0
Lincoln MKX	190	76	66	112	4,560	1,030	32.5	3,500	58.0	40.5	4.0	57.0	28.0	2.0	-	-	-
Lincoln MKZ	194	73	58	112	3,755	875	15.0	1,000	57.0	41.5	3.0	54.5	28.0	2.0	-	-	-
Lincoln Navigator	207	80	78	119	6,140	1,380	61.5	8,700	63.0	42.5	4.5	63.5	29.0	5.0	50.0	30.5	2.5
Maserati Ghibli	196	77	58	118	4,625	925	18.0	NR	57.5	42.0	3.0	55.5	26.0	2.5	-	-	-
Maserati Levante	197	78	66	118	4,905	NA	NA	6,000	NA	NA	NA	NA	NA	NA	-	-	-
Mazda CX-3	168	70	61	101	2,945	850	18.0	NR	52.5	41.5	4.0	48.0	25.5	3.0	-	-	-
Mazda CX-5	179	72	66	106	3,435	850	33.0	2,000	56.5	42.0	4.0	54.0	28.5	4.5	-	-	-
Mazda CX-9	199	77	68	115	4,280	1,190	34.0	3,500	57.0	42.5	5.0	56.5	31.0	4.5	53.0	28.0	0.5
Mazda MX-5 Miata	154	68	49	91	2,335	340	5.0	NR	51.5	41.0	2.0	-	-	-	-	-	-
Mazda3	180	71	57	106	2,875	850	12.0	NR	57.0	41.5	4.0	52.0	28.0	4.0	-	-	-
Mazda6	192	72	57	111	3,185	850	15.0	NR	57.0	41.0	4.0	53.5	29.0	3.0	-	-	-
Mercedes-Benz B-Class ED	172	71	63	106	3,955	785	NA	NR	55.5	NA	NA	54.5	NA	NA	-	-	-
Mercedes-Benz C-Class	185	71	57	112	3,670	795	17.0	NR	55.0	44.0	3.0	53.0	26.5	1.5	-	-	-
Mercedes-Benz CLA	182	70	57	106	3,335	860	13.0	NR	55.0	44.5	2.5	52.0	27.5	0.0	-	-	-
Mercedes-Benz CLS	195	74	56	113	4,160	915	11.0	NR	57.0	NA	NA	56.5	NA	NA	-	-	-
Mercedes-Benz E-Class	194	73	57	116	4,030	1,070	16.0	NR	57.5	43.5	4.0	56.0	27.5	2.5	-	-	-
Mercedes-Benz GLA	174	71	60	106	3,535	795	23.0	NR	54.5	44.0	2.0	51.5	26.5	2.0	-	-	-
Mercedes-Benz GLC	183	74	65	113	4,010	950	28.0	4,850	57.0	44.0	4.5	55.0	27.5	4.0	-	-	-
Mercedes-Benz GLE	189	76	71	115	4,915	1,080	37.5	7,200	58.0	41.5	4.5	57.5	27.0	4.5	-	-	-
Mercedes-Benz GLS	202	76	73	121	5,660	1,180	47.0	7,500	58.0	42.5	4.5	57.5	28.0	6.0	50.0	25.5	4.5
Mercedes-Benz Metris	202	76	74	126	4,250	2,060	NA	4,960	NA	NA	NA	NA	NA	NA	NA	NA	NA
Mercedes-Benz S-Class	207	75	59	125	4,935	915	16.0	NR	59.0	45.0	3.5	57.0	33.0	3.0	-	-	-
Mercedes-Benz SL	182	74	52	102	3,935	NA	14.0	NR	55.5	NA	NA						
Mercedes-Benz SLC	163	72	51	96	3,295	560	10.0	NR	52.0	NA	NA	-	-	-	-	-	-
Mini Cooper	151	68	56	98	2,775	770	9.0	NR	50.5	42.5	3.0	46.0	24.0	2.5	-	-	-
Mini Cooper Clubman	168	71	57	105	3,175	980	23.0	NR	54.5	43.5	3.5	52.0	27.5	2.5	-	-	-
Mini Cooper Countryman	162	70	62	102	3,305	860	19.5	NR	52.5	42.0	4.5	50.0	28.5	3.0	-	-	-
Mitsubishi i-MiEV	145	62	64	100	2,610	660	13.0	NR	52.5	39.5	5.0	50.0	25.0	4.5	-	-	-
Mitsubishi Lancer	182	69	58	104	3,015	825	12.0	NR	55.0	40.5	5.0	54.0	27.0	1.5	-	-	-
Mitsubishi Mirage	149	66	59	97	2,085	825	17.0	NR	51.5	40.0	4.0	50.0	26.5	2.0	-	-	-
Mitsubishi Outlander	185	71	66	105	3,610	1,155	32.5	1,500	56.0	40.5	5.5	55.0	29.5	3.5	51.0	24.0	0.0
Mitsubishi Outlander Sport	172	71	64	105	3,290	825	25.5	NR	56.0	41.0	5.0	55.0	27.0	3.5	-	-	-
Nissan Altima	192	72	58	109	3,245	900	15.0	NR	56.0	42.0	5.0	54.5	29.0	2.0	-	-	-
Nissan Armada	209	80	76	121	5,910	1,545	NA	8,500	63.0	40.5	5.0	63.0	31.0	5.0	53.0	26.0	3.0
Nissan Frontier	206	73	70	126	4,655	1,160	-	6,100	58.0	40.0	3.0	58.0	27.0	3.5	-	-	-
Nissan Juke	162	70	62	100	3,170	860	11.0	NR	53.5	41.0	3.0	49.0	25.0	1.5	-	-	-
Nissan Leaf	175	70	61	106	3,360	860	15.0	NR	54.0	41.0	6.5	51.5	28.5	2.5	-	-	-
Nissan Maxima	193	73	57	109	3,535	900	14.0	NR	56.0	41.5	2.5	53.0	28.0	2.0	-	-	-
Nissan Murano	192	75	67	111	4,025	900	33.5	1,500	58.5	41.5	4.0	57.5	29.5	2.5	-	-	-
Nissan Pathfinder	197	77	70	114	4,505	1,150	39.5	6,000	60.0	42.0	4.5	60.0	29.5	3.0	56.0	25.5	2.0

Make & Model	Exterior Dimensions & Weight					Cargo			Interior Dimensions								
	Length (in.)	Width (in.)	Height (in.)	Wheelbase (in.)	Weight (lb.)	Max. Load (lb.)	Cargo Volume (cu.ft.)	Towing Capacity (lb.)	Front Shoulder Room (in.)	Front Leg Room (in.)	Front Head Room (in.)	Rear Shoulder Room (in.)	Rear Leg Room (in.)	Rear Head Room (in.)	Third-Row Shoulder Room (in.)	Third-Row Leg Room (in.)	Third-Row Head Room (in.)
Nissan Quest	201	78	72	118	4,570	1,160	62.0	3,500	64.5	41.0	7.0	63.0	28.5	5.5	61.0	26.0	4.0
Nissan Rogue	182	72	66	107	3,590	900	31.5	1,100	56.0	40.5	5.0	54.5	29.0	2.5	-	-	-
Nissan Sentra	182	69	59	106	2,835	860	15.0	NR	54.5	41.0	4.5	53.0	30.5	2.0	-	-	-
Nissan Titan XD	243	80	79	152	7,145	1,600	-	12,365	63.0	42.0	6.0	63.0	31.0	6.5	-	-	-
Nissan Versa	175	67	60	102	2,430	850	15.0	NR	50.5	41.0	5.0	50.5	32.0	2.0	-	-	-
Nissan Versa Note	164	67	61	102	2,470	850	21.0	NR	51.0	41.0	6.0	48.5	31.0	4.0	-	-	-
Nissan Z	167	73	52	100	3,385	450	7.0	NR	54.0	39.0	3.0	-	-	-	-	-	-
Porsche 718 Boxster	172	71	50	97	3,150	485	4.0	NR	50.0	42.5	4.0	-	-	-	-	-	-
Porsche 718 Cayman	172	71	50	97	2,945	NA	10.0	NR	50.5	NA	NA	-	-	-	-	-	-
Porsche 911	177	71	51	96	3,235	660	5.0	NR	50.0	43.0	4.5	47.0	19.0	0.0	-	-	-
Porsche Cayenne	191	79	67	114	4,795	1,280	33.0	7,715	58.5	41.5	4.5	55.0	28.0	2.5	-	-	-
Porsche Macan	184	76	64	111	4,415	1,150	29.0	5,220	56.5	42.0	4.5	54.5	25.5	2.0	-	-	-
Porsche Panamera	196	76	56	115	4,165	NA	16.0	NR	56.5	NA	NA	53.0	NA	NA	-	-	-
Ram 1500	229	79	79	141	5,495	1,270	-	10,050	65.5	41.5	7.0	65.5	31.0	2.5	-	-	-
Smart ForTwo	106	65	61	74	2,140	465	8.0	NR	51.0	41.5	5.0	-	-	-	-	-	-
Subaru BRZ	167	70	51	101	2,770	700	7.0	NR	54.5	41.5	3.5	50.0	21.5	0.0	-	-	-
Subaru Crosstrek	175	70	62	104	3,165	900	23.0	1,500	55.0	41.5	5.5	53.0	29.0	3.5	-	-	-
Subaru Forester	181	71	66	104	3,370	900	35.5	1,500	56.0	41.5	3.5	55.0	30.0	3.5	-	-	-
Subaru Impreza	182	70	57	105	3,015	850	NA	NR	55.5	NA	NA	53.0	NA	NA	-	-	-
Subaru Legacy	189	72	59	108	3,470	850	15.0	NR	58.0	43.0	5.5	57.0	30.0	3.0	-	-	-
Subaru Outback	190	72	66	108	3,640	900	34.0	2,700	58.0	42.5	6.5	57.0	29.5	4.5	-	-	-
Subaru WRX/STI	180	69	58	103	3,320	850	11.0	NR	55.5	42.0	3.5	53.5	29.0	3.0	-	-	-
Tesla Model S	196	77	57	117	4,960	890	32.0	NR	57.0	42.0	6.0	53.0	29.0	0.0	-	-	-
Tesla Model X	198	82	64	117	5,415	1,170	26.0	5,000	60.0	42.5	5.5	56.5	28.0	6.0	40.0	23.0	2.0
Toyota 4Runner	190	76	72	110	4,665	1,155	44.5	4,700	57.5	41.5	3.5	57.5	30.0	4.0	57.5	NA	NA
Toyota 86	167	70	51	101	2,770	700	7.0	NR	54.5	41.5	3.5	50.0	21.5	0.0	-	-	-
Toyota Avalon	195	72	58	111	3,590	930	16.0	NR	57.5	41.5	3.0	56.5	31.0	3.0	-	-	-
Toyota Camry	189	72	58	109	3,155	905	15.0	NR	57.5	42.0	5.0	55.5	29.0	3.0	-	-	-
Toyota Corolla	183	70	57	106	2,900	865	13.0	NR	54.0	41.5	3.0	53.0	29.0	1.5	-	-	-
Toyota Corolla iM	171	69	55	102	2,990	915	21.0	NR	54.0	41.0	4.5	53.5	27.5	2.0	-	-	-
Toyota Highlander	191	76	68	110	4,490	1,385	40.5	5,000	58.5	42.0	4.0	58.5	31.5	5.5	53.0	27.5	1.0
Toyota Land Cruiser	195	78	74	112	5,855	1,230	43.0	8,200	61.0	41.5	3.5	60.5	31.0	4.5	56.5	25.0	1.0
Toyota Mirai	193	72	60	109	4,100	690	NA	NR	NA	NA	NA	NA	NA	NA	-	-	-
Toyota Prius	179	69	58	106	3,080	825	22.0	NR	54.0	42.0	5.5	51.5	29.0	2.0	-	-	-
Toyota Prius C	157	67	57	100	2,545	845	17.0	NR	52.0	41.0	4.0	48.5	27.0	2.5	-	-	-
Toyota Prius V	182	70	62	109	3,280	915	32.0	NR	56.0	42.0	5.5	54.0	30.0	3.5	-	-	-
Toyota RAV4	180	73	65	105	3,620	900	37.0	1,500	56.5	42.0	4.5	54.0	30.0	4.0	-	-	-
Toyota Sequoia	205	80	75	122	6,025	1,230	61.0	7,300	65.5	41.5	3.5	65.5	33.5	4.5	65.0	26.0	4.0
Toyota Sienna	200	78	69	119	4,445	1,390	70.5	3,500	64.0	42.0	5.5	63.5	33.0	4.5	60.0	28.0	3.0
Toyota Tacoma	212	74	71	127	4,450	1,000	-	6,400	57.5	41.0	3.5	57.5	26.5	3.0	-	-	-
Toyota Tundra	229	80	76	146	5,740	1,395	-	10,000	64.5	42.5	5.5	63.0	28.5	3.5	-	-	-
Toyota Yaris	154	67	59	99	2,385	845	16.0	NR	51.5	41.5	4.5	49.5	26.0	2.0	-	-	-
Toyota Yaris iA	172	67	59	101	2,420	850	13.0	NR	53.0	41.5	4.0	47.0	25.0	1.5	-	-	-
Volkswagen Beetle	168	71	59	100	3,040	835	11.0	NR	54.0	43.0	6.5	47.0	24.0	1.5	-	-	-
Volkswagen CC	189	73	56	107	3,420	925	13.0	2,000	55.0	43.0	3.0	54.0	27.5	2.0	-	-	-
Volkswagen Golf	168	71	57	104	3,090	1,005	24.0	NR	55.5	44.0	4.0	52.5	28.0	3.5	-	-	-
Volkswagen GTI	166	70	58	102	3,155	1,045	24.0	NR	55.5	42.5	4.0	52.5	27.0	3.5	-	-	-
Volkswagen Jetta	182	70	57	104	3,040	1,025	16.0	NR	54.5	43.0	4.0	53.0	30.5	3.0	-	-	-
Volkswagen Passat	192	72	59	110	3,320	1,115	16.0	1,000	56.5	43.5	4.0	56.0	33.5	2.5	-	-	-
Volkswagen Tiguan	174	71	66	103	3,785	1,145	30.0	2,200	55.0	42.0	5.0	52.0	28.0	1.5	-	-	-
Volkswagen Touareg	189	76	67	114	5,060	1,105	34.5	7,700	59.5	43.0	5.5	56.5	31.0	5.0	-	-	-
Volvo S60	182	73	58	109	3,610	1,025	12.0	3,500	56.5	41.0	3.5	53.5	28.0	2.5	-	-	-
Volvo S90	195	74	57	116	4,085	950	14.0	3,500	56.0	42.0	4.0	54.5	29.0	4.0	-	-	-
Volvo V60	183	73	61	109	3,925	990	26.0	3,300	56.5	41.5	3.5	53.0	26.5	3.0	-	-	-
Volvo XC60	182	74	67	109	4,275	950	32.5	3,500	56.0	41.0	4.5	54.0	26.5	4.0	-	-	-
Volvo XC90	195	84	70	118	4,595	1,210	35.0	5,000	57.0	42.0	5.0	56.0	28.0	5.0	43.0	23.5	1.0

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